

ALL HANDS

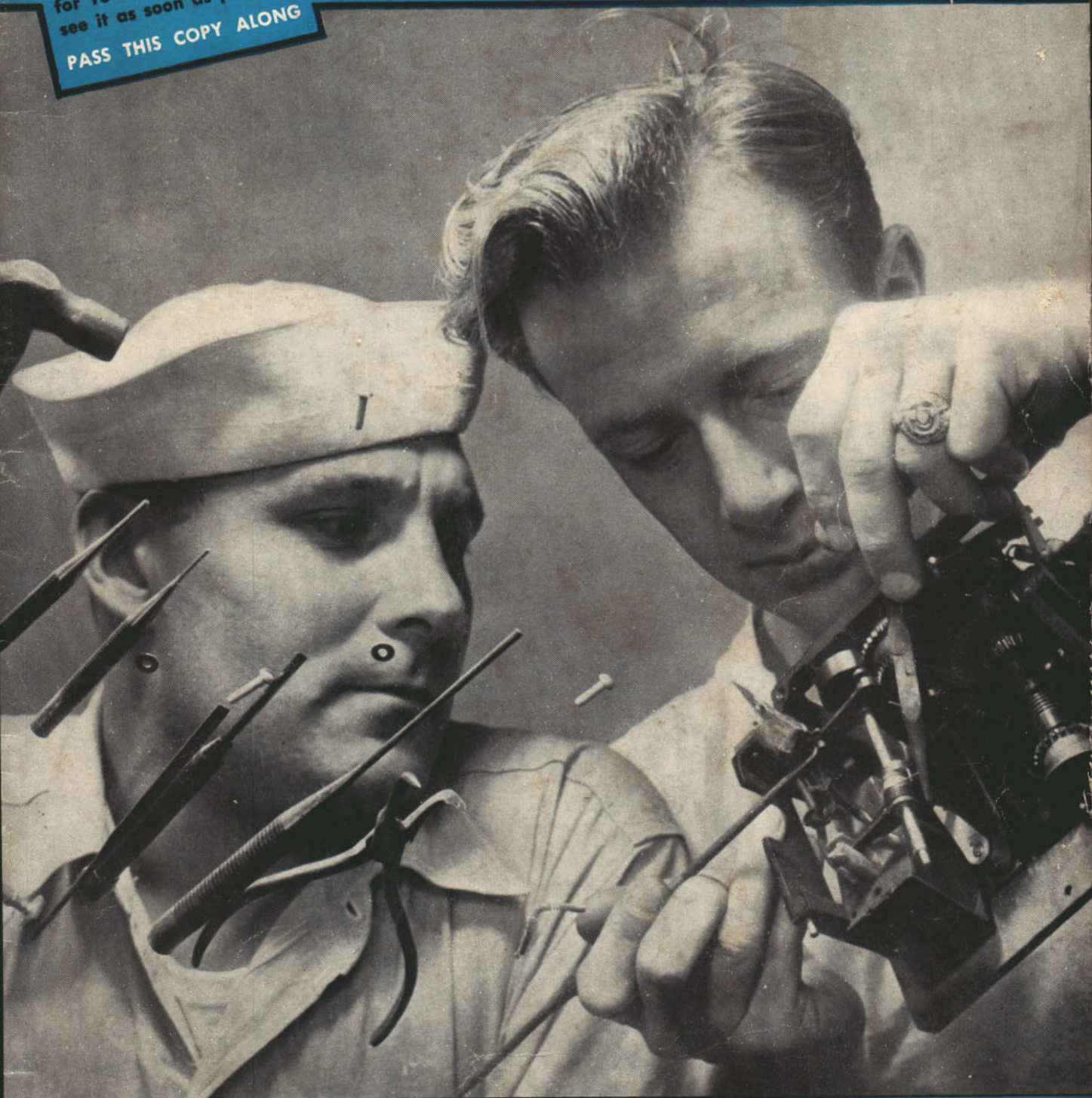
THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O

APRIL 1947

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for 10 readers. All should
see it as soon as possible.

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HIGH GEAR

NOON TUNE





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APRIL 1947

NAVPERS-O

NUMBER 362

REAR ADMIRAL THOMAS L. SPRAGUE, USN

The Chief of Naval Personnel

REAR ADMIRAL JOHN W. ROPER, USN

The Deputy Chief of Naval Personnel

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• FRONT COVER: An aircrewman gets the word in making repairs on an intricate piece of aerial camera mechanism. This unusual photograph was taken through glass.

• AT LEFT: The mixed crew of Regulars and Reserves relax about the main deck of USS Wisconsin during the noon hour when the ship's band gives a daily concert. The Wisconsin was in the Caribbean on a training cruise to Cristobal, C. Z.

CREDITS: All photographs published in ALL HANDS are official U. S. Navy photographs unless otherwise designated. Top right, p. 32, Press Association.



REBUILDING MANPOWER

FAREWELL handshake sends men back to duty after completion of retraining. Facial features are intentionally obscured.

IT'S STILL NO VACATION at the Roney Plaza, nor even as good as a 72 in New York, but a stretch in the pokey isn't the dismal dead-end it used to be. Enlightened administration, according to the best and newest penal precepts, has turned the naval prison into a paternal piece of machinery geared to restore men to the Fleet or to a useful place in civil life.

They don't even call them prisons nowadays. The Navy has four places where general court martial prisoners are confined. They are:

- Disciplinary Barracks, Portsmouth, N. H.
- Disciplinary Barracks, Terminal Island, San Pedro, Calif.
- Retraining Command, Norfolk, Va.
- Retraining Command, Mare Island, Calif.

Nor is it a case of calling a spade an agricultural implement. These institutions no more resemble the traditional prison than your blues look like Nero's night shirt.

This is no wild-eyed experiment in pampering offenders. These people know what they're doing and can

Old-Fashioned Prisons Have Been Replaced by Disciplinary Barracks Which Return a Large Number of Men to Duty

prove it. Of about 89,000 men lodged in Lockstep U. during World War II, approximately 53,000 were returned to duty. About 68 per cent of these made good, completing probationary periods and earning mitigation of their unexpired sentences.

These 53,000 men represented considerable winnowing and subsequent effort. The rest of the 89,000, with few exceptions, are the chaff customarily shaken out of the inflow of GCM prisoners.

Approximately 10 per cent of all GCM prisoners have been convicted of felonies, charges of such a nature that the Navy cannot restore them to the Fleet. Another 10 per cent of the group are undesirable for other reasons. This 20 per cent probably will never enter retraining, but stay

in Disciplinary Barracks until discharged, although every effort is made to prepare them for civilian life.

It is the remaining 80 per cent who receive most of the Navy's attention. From this plurality came the 53,000 with determination necessary to survive retraining and probation—the stuff to give them a discharge under honorable conditions and a clean start in life.

Many of them had even more than that on the ball. There's the case of a sailor, postal clerk in civilian life with 11 years seniority with the Post Office Department. A general court martial prisoner, he was restored to duty and successfully—even heroically—completed his probationary period. On probation in the crew of a combatant ship in the Pacific, this man won the Purple Heart and Bronze Star. After being discharged under honorable conditions, he took his "white ticket" to the Post Office Department and regained his old job as a postal clerk, a position he could not have resumed with a disciplinary discharge.

Files of the Corrective Services Division of BuPers, which has technical

ALL HANDS

control of all Navy prisoners, bulge with similar case histories, stark narratives of broken lives restored to usefulness by intelligent retraining and understanding guidance. One Marine officer now on duty in the Bureau delightedly recounts the success story of a man once under his command. Restored to duty on probation from the now-inoperative disciplinary barracks at Philadelphia, this Marine served with such distinction in the battle for Guam that he was commissioned on the field for bravery in the face of the enemy. He was released from duty as a first lieutenant in the Marine Corps Reserve.

Only careful, thorough methods can instill men with a will to rehabilitate themselves—methods such as those used at each of the Disciplinary Barracks. Psychiatrists screen all arrivals, probing for the mental quirks that might have put the men in their present plight. With this information, authorities can untangle their confused charges. Psychiatrists also suggest what job each man is best suited for.

To the American Red Cross the Navy is indebted for another step in the restoration of the prisoner to usefulness. The Red Cross, which maintains busy chapters at each of the four places of confinement, compiles complete social histories of the prisoners, uncovering difficulties rooted in upset homes and confused early lives. The Red Cross also attempts to alleviate hardship among families of the prisoners, ridding them of apprehension that would make rehabilitation impossible.

SecNav himself assists in the effort to avert hardship to families of the confined men. In every case where a man has children, \$22 a month of his sentence is mitigated so that Class A family allowance payments can continue. The Navy takes the humanitarian stand that a prisoner's children get just as hungry as anyone else's.

Probably a certain steward's mate, with five children, could never have enjoyed the position he now holds were it not for this policy. Family allowance kept his family fed during his imprisonment, while he toiled to gain probationary status. This he achieved and earned a discharge under honorable conditions. With the "white ticket" he was entitled to all privileges under the GI Bill of Rights, whose generous provisions he took advantage of. He now owns and operates a farm, purchased with a GI loan, and leads a happy, unblighted existence in Pennsylvania.

A few men enter Retraining Commands directly, with no stop in the Disciplinary Barracks, due either to sentence of the court or opinion of the entrance examiners that they can be quickly restored to duty. Most, however, run through the DisBar regimen, a varying period of stern attention to duty and strict regulation.

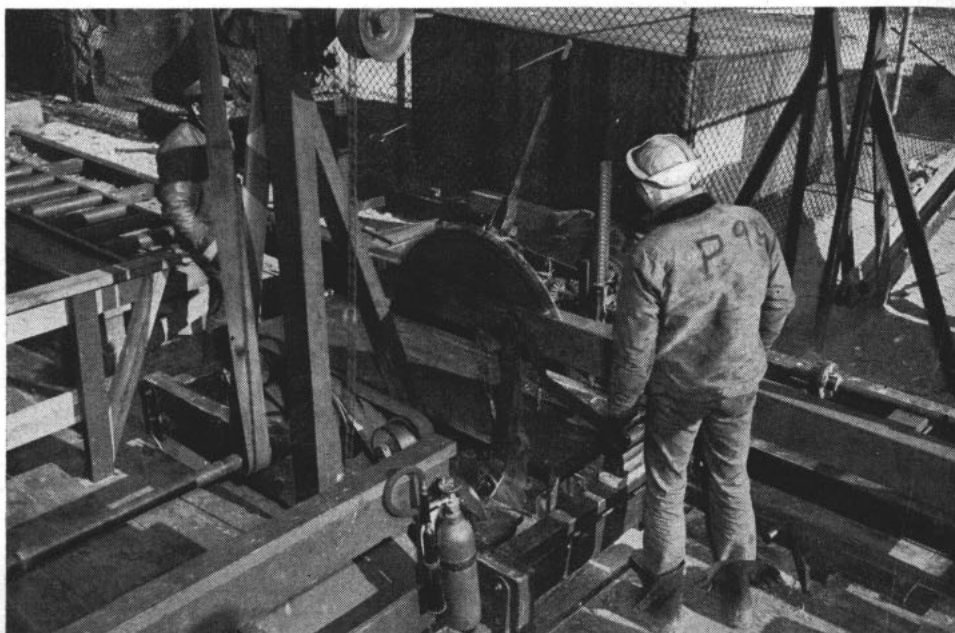
Even early or eventual assignment to the Retraining Command means no easy path to the Fleet for sailors or marines. It was planned that way.

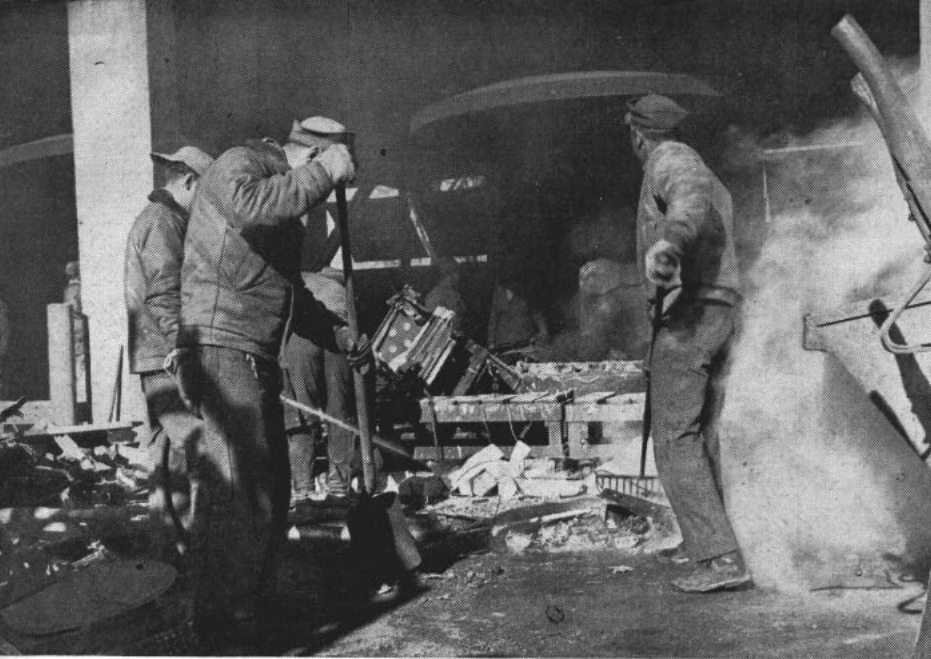


WELDING is only one of many jobs a prisoner might be assigned while in duration vile—others are painting, cooking, carpentry, barbering, typing.



CUTTING UP SCRAP (above) and operation of machinery which converts salvage timbers and boards to salable lumber (below) are among industrial projects.





RETRAINEES learn new skills and perform old jobs while at disciplinary barracks and retraining commands. These men work in naval station salvage yard.



NO TIME is wasted in retraining. These men are baling scrap paper and cartons

Most of those shunted into retraining have been convicted of military offenses—acts that probably would not cause them trouble in civilian life. Consequently, the Navy proceeds on the assumption that the prisoner is fouled up because he lacks training necessary to successful adjustment to military life.

After an entrance routine that closely resembles the program for new recruits, the retrainee goes into quarantine (also reminiscent of boot camp). When he has finished this schedule, the man has been thoroughly examined, tested and lectured.

Now he is ready to face the Assignment Board, headed by the executive officer. This board either accepts the man for retraining or finds him a pre-

liminary work assignment, as the case might require. They also determine whether or not he needs additional education, which is provided by evening classes and USAFI courses. The prisoner gets a job in maintenance, manufacturing or one of several station shops. He learns cooking, baking, shoe repairing, laundering, barbering or typing. If none of these fits his aptitudes, as determined by the psychiatrist, he may be detailed to welding, painting, carpentry, or tin-smithing. He may make cargo pallets, hammock clews, camouflage nets, athletic gear or merely tend the grounds. If he has less than four years schooling, his education will cover the three "R's" plus physical training and infantry drill.

Completion of this phase sends him to the Clemency and Restoration Board, headed by the commanding officer and including the psychiatrist, chaplain and Marine drill instructor. Interviewing the man informally, the board considers his early life, offense, adjustment to discipline while confined and sincerity of his desire to get back on the ball. Eight of 10, they decide on the basis of what is best for society, the Navy, the man and his family, are ready for the final and most rigorous part of retraining.

On his way back to duty, the prisoner is thrust into a "duty company," part of a training battalion, where he hears more lectures, undergoes more examinations and continues his schooling. He is subjected to a minimum of eight weeks of boot training, drilling for long hours under case-hardened Marine non-coms. If he pleases these veterans, the Navy assumes he is well-drilled.

If a sailor, the prisoner finds an opportunity at this time to improve his knowledge of his specialty by attending classes convened for that purpose. Marines get training in tactics peculiar to their branch.

From this stage the man is graduated, taking advanced Navy strength tests and getting a "Certificate of Retraining" after final examinations.

Sailors go back to sea, as a matter of policy, while marines, who make up about 16 per cent of Navy prison population, go to overseas duty. Probation periods run from six to 12 months, during which any major infraction of regulations results in prompt return to the Disciplinary Barracks for completion of the original sentence. Satisfactory completion of probation makes a man eligible for discharge—under honorable conditions—if he is otherwise eligible.

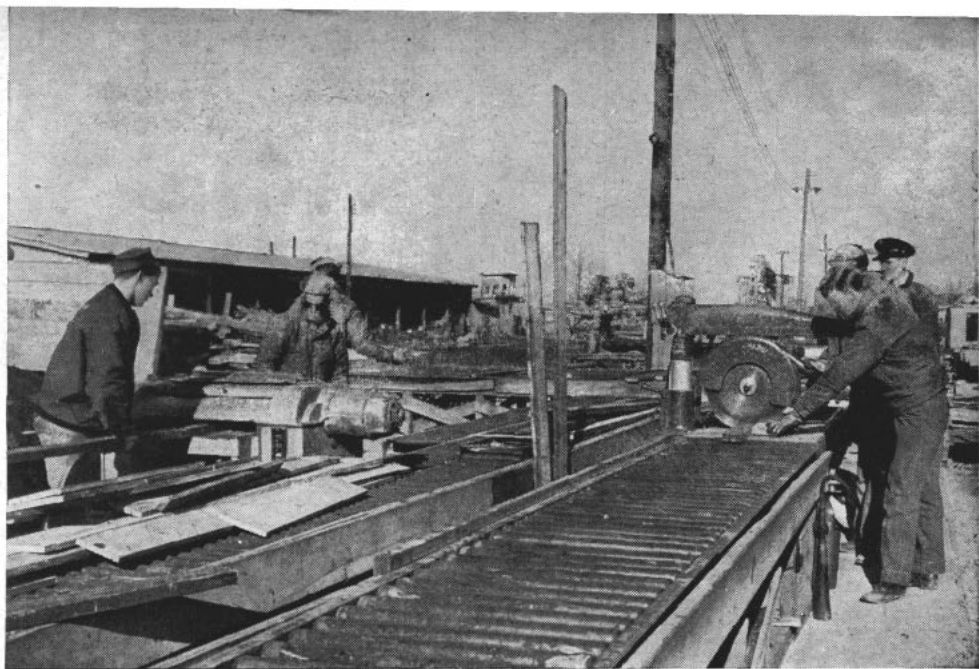
No stone is left unturned in the effort to achieve results. At Norfolk, for instance, the Retraining Command



IT'S NOT ALL WORK. Competitive sports help 'sharpen' minds and bodies built up by work and military drill. Baseball enjoys its usual popularity.



collected from naval stations in area in which retraining activities are located.



REHABILITATION includes rough work but 68 per cent of the GCM prisoners returned to duty have made good. Many performed heroic duties during the war.

fosters a chapter of Alcoholics Anonymous, which operates under the chaplain's supervision. Not even John Barleycorn, if AA can block him, shall prevent the rehabilitation of a prisoner.

Principally, though, the Retraining Commands concentrate on keeping their charges busier than a gangway watch at a penny arcade on the well-endorsed theory that occupied brains harbor no evil. This pre-occupation with keeping the prisoner busy, aside from helping him to get "well," frequently makes him a better Navy man. For example, hospital corpsmen in durance vile usually go to work in the DisBar sick bay where they are made better workmen for the extra experience.

Undoubtedly the most comforting thought for any prisoner is the fact that he is never completely forgotten. His case is reviewed at least once a year. Local clemency boards, functioning under the CO, make recommendations to the Naval Clemency and Prison Inspection Board, whose senior member is Vice Admiral J. K. Taussig, USN (Ret.) This board, in turn, makes recommendations to Sec-Nav, whose final approval is necessary for mitigation of any general court-martial sentence.

It was this procedure, as in all other cases, that assisted a former school teacher to a new start. Convicted of desertion in time of war, this man was restored to duty, survived probation and was released under honorable conditions. He again holds his old position as instructor in the vocational training program of a large metropolitan school system.

His return to duty followed the pattern of the others. After release from confinement, deserving cases receive 10 days leave and return to find their orders waiting for them. If the ex-prisoner has no funds with which to go on leave, the Red Cross lends him

the necessary money. His service record is brought up to date and he is restored to duty as an S2, HA2, F2, or STM3, depending upon his prior rating and service. Marines, regardless of previous rank, go back to duty as buck privates.

One who returned as an HA2 was an ex-pharmacist's mate who wiped out his GCM conviction with a flourish on Iwo Jima, serving out his probationary period in more-than-honorable fashion with a Marine combat unit. Now a civilian, he is enrolled in one of the leading medical schools of the U. S., headed for a career of public service—a career that probably would have been closed to him had his discharge from the Navy been under other than honorable conditions. A

dishonorable discharge would have made doubtful his acceptance by the medical school or by the American Medical Association.

In view of the importance of retraining to those who have wandered off the beam, it is little wonder that they rarely forget the officers who piloted them back to a useful niche in society. Nor is it any wonder that the officers, aware of the remarkable success of the Retraining Commands, are bright-eyed zealots. They follow post-prison activities of their graduates with enthusiasm.

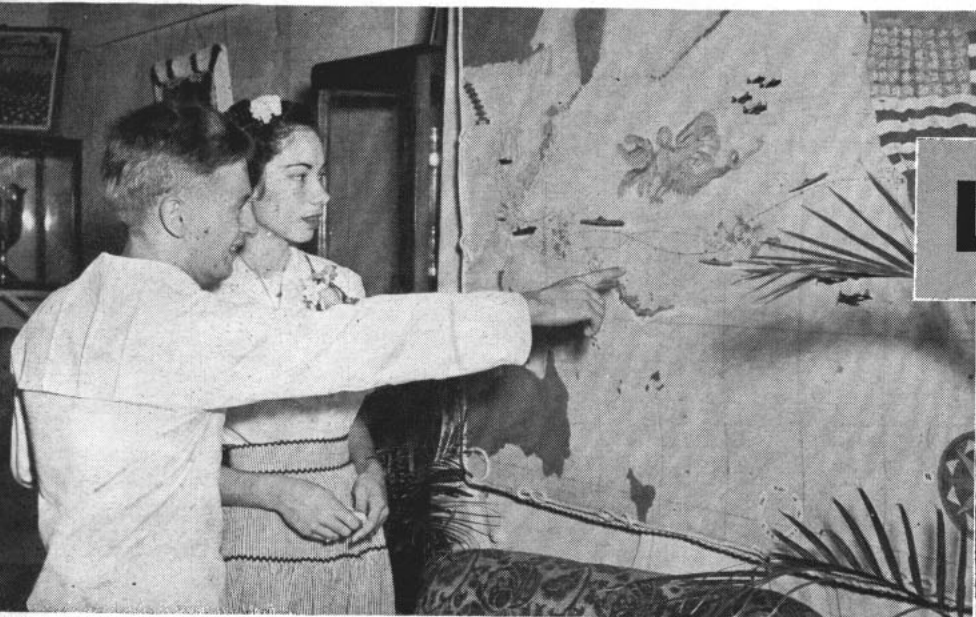
You can still land in the brig, but you'll have to be mighty unregenerate to remain a brig rat under the impact of retraining that is given by the Navy.



ARTISTS can take advantage of the commercial art training offered as part of the recreation program, on theory that busy hands help pass the time.



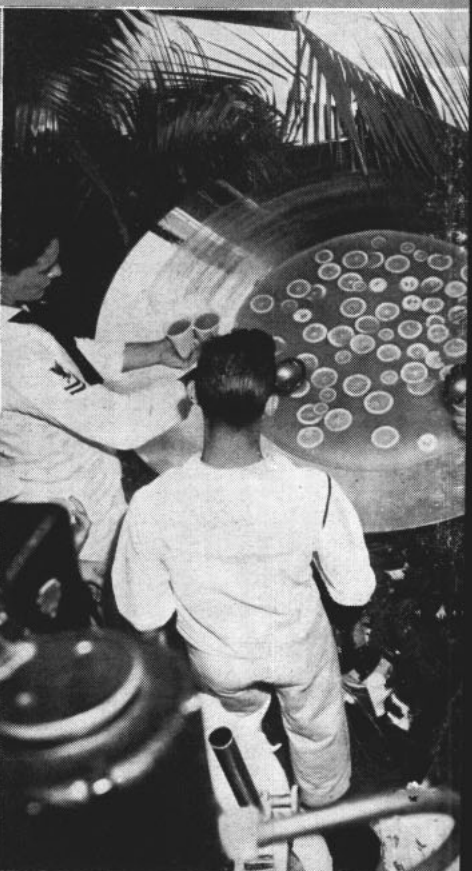
GUESTS INSPECT the controls on the *Tarawa's* bridge (above) during party given on carrier after she put in at Pearl Harbor at conclusion of six months' cruise.



TARAWA'S route is traced on mural for guest's benefit (above). Tables were set on hangar deck (below) so diners could enjoy dance music while they ate.



LUAU ON



'ORCHID LINE' (at top) awaited women native flowers. 'Hula Punch' (below) is



HAWAIIAN MUSIC from one band, 'Stateside' music from another furnished rhythm for continuous dancing. All the guests were service and civilian workers.

TARAWA



FIRST GIRL aboard ship for the party receives her corsage from admiring crew members (above). Food from the buffet is enjoyed by couple (pictured below).



guests. They were given corsages of served from bowl made from Jap reflector.

GUIDED MISSILES GUIDE

CLOSE UP the comic book and leave Buck Rogers marooned in a moon crater. Forget the Sunday supplement stuff on "the next war." This is about guided missiles, and the talk will be straight. The truths are simple and may be stated briefly:

- The guided missile seems likely to be the chief new weapon of the future. It will become standard in naval and military use, not alone but in conjunction with the future counterparts of today's ships and aircraft.

- Extensive, arduous, determined effort over a period of years will be required to develop the guided missile from theory to practicality. The Navy has entered whole-heartedly into such an effort.

- The Navy today has *one* guided missile type in service. It is an effective weapon against such clearly defined targets as a ship or a bridge, but no more a one-shot "city buster" than is a single Hellcat.

- The guided missile eventually will cause great changes in tactics and strategy.

- Its practical development will greatly increase Navy men's chances for advancement in technical skills.

Let's expand the subject a bit.

First we'll need a definition of the sometimes loosely-used term "guided missile"—not an official definition, if such exists, but a good working definition. Accept the premise that a missile is any object which may make a trip from a launching point to a target. Then a *guided* missile is this: An uninhabited missile, the trajectory of

which is influenced by a mechanism within itself.

This definition may be modified to greater exactness by consideration of the four systems of guiding a missile:

Pre-set missiles—Such missiles are influenced by their controls in flight, but the commands which actuate the controls are established before the missile is launched and may not be altered after it is launched. This is the least precise guided missile type, and indeed is not considered by some to be a true guided missile at all, because it will not respond to commands given after launching. Examples of the pre-set missile are the Nazi V-1 and V-2 weapons. In a sense the torpedo may belong to this category, and so too may the rifled gun projectile, whose guidance is its spin stabilization.

Target-seeking missiles—Such missiles are provided with a means, within themselves, for detecting a target and steering a course to collide with it. Their tactical use is limited by their ability to select a useful military target when offered an alternative target such as a rock or a mountain, and their ability to distinguish between friend and foe. But when they can be used they are the guided missile of greatest precision. An example is the Navy's BAT, a radar-controlled glide bomb, alluded to previously as the Navy's only service missile to date.

Command system—The missile is controlled in flight by orders transmitted by radio or other means. Ex-

amples are the target drone and the remote-controlled Hellcats that flew through the Bikini atom bomb cloud.

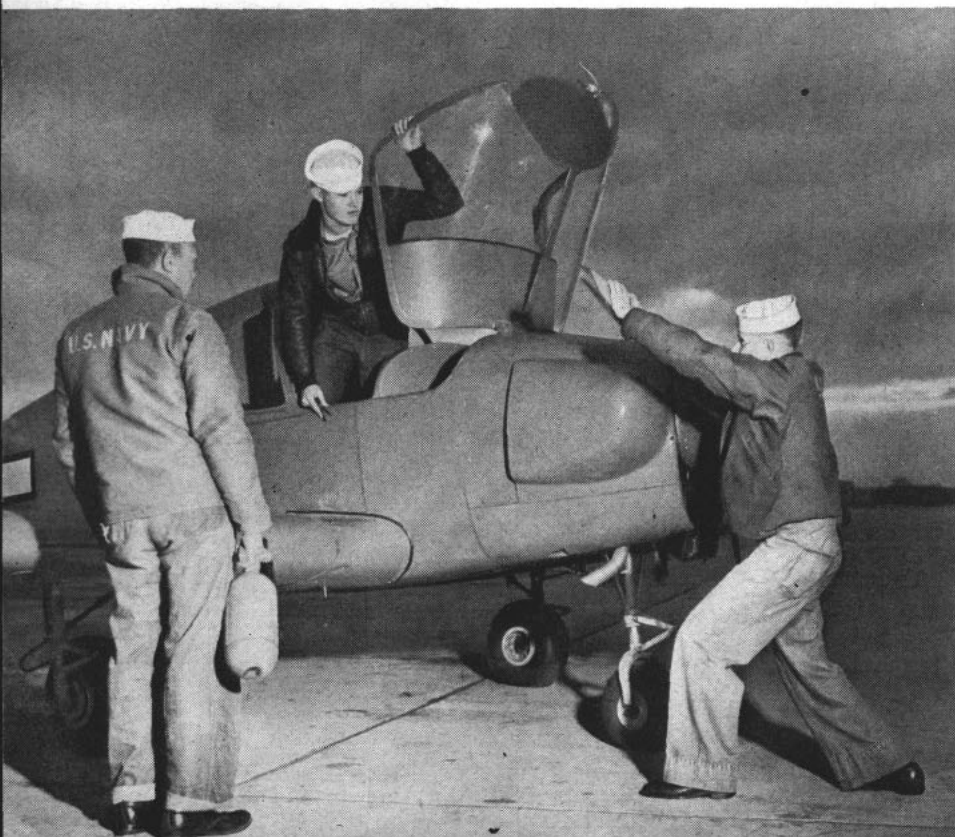
Course-seeking missiles—In this system a beam of light or radio energy is directed on a target, and the missile flies within the beam until it collides with the target. This type is analogous to a commercial airliner riding an A-N beam path along an airway, although the airliner is guided within the beam path by the pilot's intelligence, while the missile is guided by its own electronic "brain."

Obviously, more than one guidance system may be used with a single missile. A missile might be directed close to a target by the command system or course-seeking system, and when within a certain range be steered the rest of the way by its built-in target-seeking system.

Guided missiles may be further classified by a statement of their tactical uses. Here are four basic types: those fired by an aircraft against another aircraft, or against a surface or ground target; and those fired by a surface unit against an aircraft, or against another surface or ground target. The four types are usually more briefly described as air-to-air, air-to-surface, surface-to-air and surface-to-surface. Again, it is obvious that a single missile type may be used profitably in more than one of these tactical categories.

Power plants are far less useful as an aid in classifying missiles. The guided missile is an extremely adaptable device in this respect, and may be propelled by almost any power source. Some are simply gravity-powered; that is, they may be hauled to an altitude and dropped, whereupon they glide upon their target, like the BAT. They may be powered by a variety of motors. Rocket power seems useful because of the great speeds possible, and because the rocket system carries its own oxidizer, eliminating need for oxygen-gathering devices and permitting operation at high altitudes. Jet engines (ramjets, pulsejets, turbojets) are finding wide use because of their simplicity and great speed potential. Conventional reciprocating engines are quite satisfactory for such pilotless aircraft as target drones, where extreme speeds may not be required and where fuel economy and large payload may be desirable. There is no particular reason why a gas turbine, or even a steam engine, cannot provide power for guided missiles.

These paragraphs are in the nature of a guided missiles primer, necessary because there is as yet no



MAINTENANCE men spin prop on target drone, tiny radio-controlled plane designed for Fleet gunnery practice.



LOON roars off ramp in test at Pt. Mugu, Calif., boosted by a drifting rocket slung beneath missile's tail surfaces.

commonly-known guided missiles vocabulary, no convenient classification, as there is for ships and aircraft. Speak of a BB and any Navy man knows what you're talking about and can draw many implications (first-line fleet unit, 16-inch main battery, 30-knot speed, 1,500-man crew, and so on). The same applies to such convenient terms as SB2C, F6F. But mention a KAQ-1 or a SWOD and who, besides a few technicians, knows what you're talking about?

BuOrd evolved its system of nomenclature as the result of an accident. Haze one day shrouded the target area off New York where guided missiles were tested during the war, and where a decrepit Liberty hull had been moored as a target. An aviator flying a test plane made a run on what he thought was the target, but of course it turned out to be a perfectly healthy cargo ship that had strayed into the restricted target area.

The missile's run was hot, straight and normal, except that it took a fortunate dive into the sea just short of the target. A concrete warhead and missile parts skipped off the surface in a bath of spray and whined through the vessel's rigging, parting a stay and carrying away a section of the lifeline. The armed guard officer aboard thought he'd seen the birth of a German secret weapon, and prowled down onto the main deck to look for evidence.

Well, missiles at that time were compounded of all sorts of stray Navy

equipment. Gyros, servo systems, electronic parts and even airframes were apt to bear nameplates stating pretty exactly just what the parts were, what they did, and even who made them. The armed guard officer found several of the plates, and sat himself down and wrote a letter in which he (1) deplored the incident, (2) suggested greater caution on the part of test crews, and then, on the basis of recovered nameplates, (3) described with considerable accuracy what he thought the missile's design must have been, inside and out, before it struck the water.

So you won't find nameplates conveniently describing BuOrd missiles parts now; instead, the plates bear the cryptic designator "SWOD" and arbitrary Mark and Model numbers, a naming system closely akin to the system BuOrd has used on conventional ordnance equipment. SWOD stands for Special Weapons Ordnance Device, and the Mark and Model numbers, of course, indicate the standing of the weapon or one of its components in a series.

BuAer's designating system, like BuOrd's, follows previous custom of that bureau. BuAer designates missiles like it designates aircraft, indeed often refers to guided missiles by the perfectly accurate term "pilotless aircraft." The typical BuAer designator is three letters, sometimes followed by a number to indicate subsequent models of the same fundamental device. The first letter of the designator

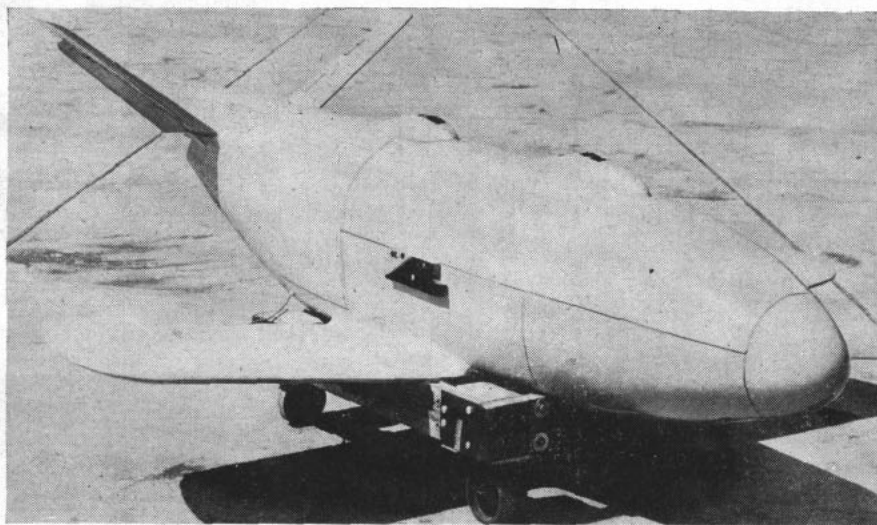
is K, which stands for pilotless aircraft. The second letter may be any of a number of letters describing the operational use of the particular missile as follows: A, anti-aircraft; D, target (drone); U, utility; G, ground; S, antiship. The third letter indicates manufacturer. Thus, the complete three-letter designator KUN-1, for instance, indicates pilotless aircraft, utility (in this case, experimental), built by Navy, first model in the series.

Certain BuAer missiles still in use employ a name system not in accordance with this. These are older missiles, designated prior to adoption of the standard system, but for convenience' sake the designators have not been changed. As the older missiles are discarded, uniformity will be achieved.

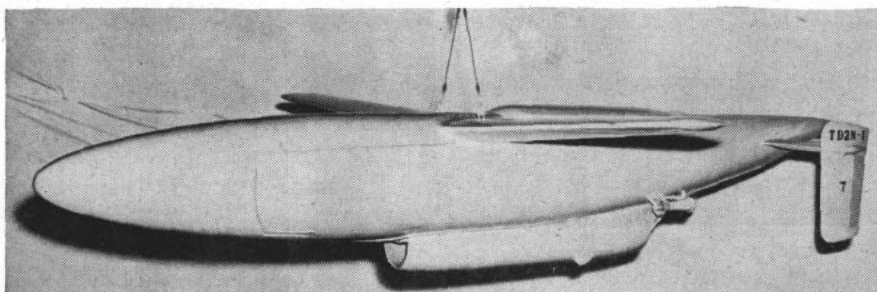
That disposes of some of the ABCs. Consider now the status of the Navy's guided missiles program.

Any survey of the program is bound to reveal the extensive aspects of development and test, and the long way we've got to go before missiles are widely operational. Conversely, you've got to look pretty hard to discover the operational aspect of the program, relatively slight at present, which consists in fact of little more than the operational training in use of the BAT now being carried on by some squadrons of patrol planes.

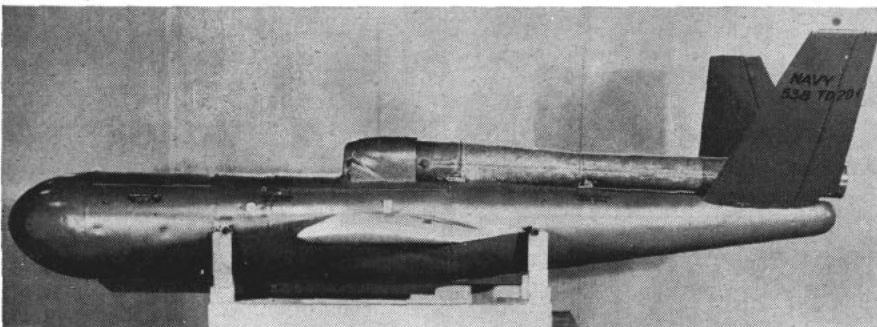
The Navy's vast, forward-looking guided missiles program is a co-operative effort in which almost every major agency of the Navy has a part. BuOrd and BuAer are primarily con-



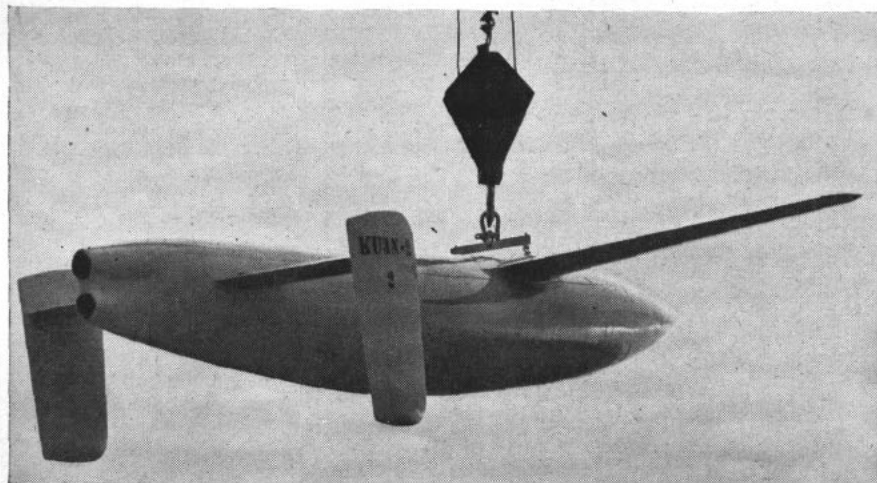
GARGOYLE is a powered glide bomb which is now used as test vehicle.



THE KDN-1 is an air-launched target drone, powered by a jet engine.



KATYDID is an air or catapult-launched, jet-powered guided missile target.



KU3N-2 was designed for research. Missiles shown are obsolete as weapons.

cerned with missiles development. BuShips has a growing interest in launching and installation problems. BuPers is considering training. The Office of Naval Research assists by coordinating efforts in basic research and by supplying information revealed in the basic research fields. The program is operationally coordinated by a new office, the Assistant Chief of Naval Operations (Guided Missiles), under DCNO (Air). Above the Navy level, the Joint Research and Development Board coordinates the projects of the Army and Navy.

There are currently several important guided missiles test ranges in the U. S., operated by different agencies but available to all as their development and test programs require. BuOrd operates a short range in the Mojave Desert at Naval Ordnance Test Station, Inyokern, Calif. Army Ordnance and the AAF have a longer range at White Sands, N. M., where the V-2s are being fired. Over-water ranges are operated by BuAer, the Naval Air Missile Test Center at Pt. Mugu, Calif., a few hours' drive north of Los Angeles, and by BuOrd at Camp Davis, Holly Ridge, N. C.

Important considerations dictate the location of guided missile test ranges. Of course, you must have a location where the "birds" will not buzz about over peoples' houses. But it must not be so remote that the launching site is uninhabitable. There must be locations for instrument installation along the range, and there must be a suitable impact area which can be kept free of picnickers. Instrument installation is a special problem of over-water ranges, solved at Pt. Mugu where the convenient Santa Barbara Channel islands provide locations over a range 100 miles long. A discussion of Mugu's facilities and operations will apply, in a general way, to all guided missile ranges, although the Mugu range is an over-water range and thus has some unique problems.

The big radars at Pt. Mugu start early on working days, sweeping the range for stray fishing smacks, yachts or ships. A PBY "Polly plane" equipped with loudspeakers circles the area, and dips down to masthead height to warn craft off the range. Civilian technicians and naval personnel are busy at the launching site. Some prepare the missile for test firing. But a greater number must serve the intricate instrument system which will record flight data for future analysis.

At firing time the launching area is cleared of exposed personnel, and an engineer in an armored booth starts the missile's engine. Some missiles may take right off the ramp at that moment. Others may be pushed up to flying speed by booster rockets. The reason for this variation in launching technique is that the engines of some missiles will produce adequate power from a standing start, others will operate efficiently only at high speeds (the ramjet engine is a notable ex-

ample of this). And, in some tests, booster rockets are used to give the missile a burst of initial speed, simulating firing from a fast-moving airplane.

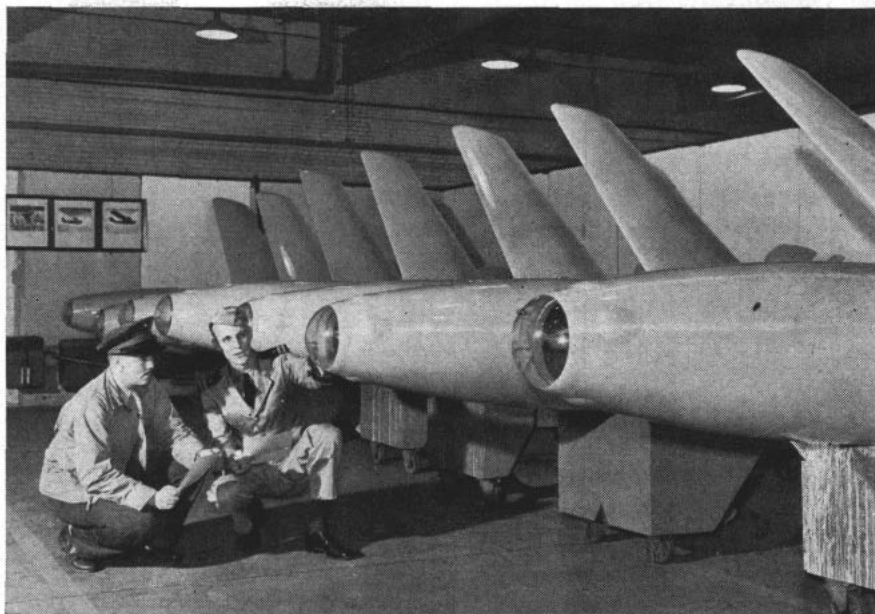
As a bird of subsonic speed type leaves the ramp and starts on a 400 to 600-mile-per-hour flight, an Army P-80 streaks onto the scene and takes station above and behind the missile, to follow it throughout the flight, riding herd in case it should misbehave and stray off the range. The very excellent P-80 draws this assignment because it's about the only airplane there is that can tag along fast enough to keep the bird in sight. (Of course there are many missile types, in the sonic and supersonic speed ranges, which even a P-80 can't get near.)

Elaborate instrument systems are required to record a maximum of the information each test flight offers. Instruments within the birds themselves report by radio a time history of the missile's attitude about the three axes of roll, yaw and pitch; its air speed, angle of attack and position with respect to a target; the axial and rotational accelerations encountered, and the performance of the various parts of the missile. In a process known as telemetering this information is radioed from the missile, and intercepted and recorded on the ground. Important information also is obtained by visual and radar tracking from the launching site and way stations en route. Such external instrumentation records flight data to give a time history of the trajectory in terms of position, velocity and acceleration. Sometimes it is possible to photograph, by means of telephoto cameras, the missile's attitude and the position of its control surfaces.

The scientists at Mugu and other ranges currently are working with a variety of developmental and test missiles, some of which may be described briefly. Photos of several of these missiles appear on these pages.

Two on which BuOrd has released information are the BAT and the Bumblebee. The BAT, BuOrd-developed, has been turned over to BuAer for training and operational use. As previously stated, it is a glide-bomb type, controlled in flight by the radar target-seeking system. So effective was it against ship targets, in tests and in operational use in the closing months of the Pacific war, that BuOrd became uncomfortably aware an antidote was needed, a missile that could be counted upon to bring down attacking planes at great ranges before the attackers could launch missiles similar to the BAT. The Bumblebee was the result. Now under development for test purposes, it is to be a ramjet-powered missile, designed for shipboard launching against attacking aircraft.

BuAer's missile stable includes a variety of types. A new one is the Lark (KAY-1 and KAQ-1), a surface-to-air missile, rocket-powered. Many BuAer missiles are the result of wartime development, all now used only in test or as targets. They include:



FINAL inspection of experimental guided missiles is made at NAMU, Johnsville, Pa. Development of missiles has a Triple-A priority among Navy's projects.

Gargoyle (KUD-1), an air-to-surface, radio-controlled powered glide bomb, carrying a 1,000-pound general purpose or armor piercing pay load, designed for launching by carrier aircraft against maneuvering targets; Loon (KUW-1), a pulsejet-powered, surface-to-surface missile to be launched from the ground or shipboard, a modification of an AAF production of the German V-1 "buzz bomb"; Katydid (KDD-1), air or catapult-launched, jet-powered target; Gorgon IIC (KUN-1), a rocket or catapult-launched, jet-powered experimental missile, suitable for ship-to-shore area bombing at 100-mile ranges, with a speed over 400 knots; KU3N-1, an air-to-surface missile launched from the wing of a parent plane and flown by remote control from another plane, with a speed

greater than 500 knots; KU3N-2, powered by twin bi-liquid propellant rocket motors and designed for transonic speed research, of all-wood construction, launched from ground or air.

Many of these missiles are built by the Navy at the Naval Air Modifications Unit, Johnsville, Pa., a center of guided missiles construction.

Immediate question in the minds of bluejackets is: When are these missiles coming to the Fleet for training in maintenance and operations? The answer must be indefinite, but be assured the Navy is pushing missiles development in a triple-A priority program. It seems probable some missiles will go the Fleet for evaluation within a few years, but the problems of missiles development are so complex, the science so new, no man can set a certain date for production of an operational missile.

Rest assured the missiles will come to the Fleet, and bring with them implications of great importance to the rating structure and to the career bluejacket. At first, the men concerned with shipboard or squadron missiles will be drawn from the ranks of available technically-trained sailors—the fire controlmen, fire control technicians, the electronics and aviation electronics technicians; the torpedo-men and gunner's mates; the aviation machinery, airframe and instrument technicians. Eventually, as such men become expert in guided missiles, it seems likely new classification codes will be evolved to describe their skills, or perhaps a new rate, "guided missiles man," will develop. The training required for the various specialties listed above is quite applicable in the guided missiles field, especially in maintenance. Other men with training in the operational aspects of fire control, CIC techniques and radar, plane-handling crewmen and target



GENERAL VIEW of assembly section at NAMU. In background are small planes to be converted for pilotless flying.



KU3N-1 is launched from wing of parent plane, flown by remote control from another plane. This air-to-surface missile has speed greater than 500 knots.

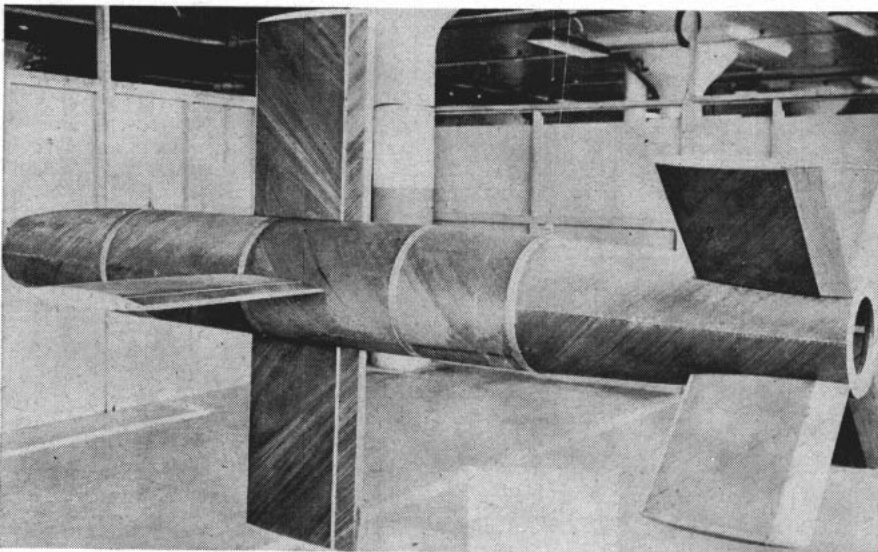
drone operators, will fit nicely into the guided missiles operational team.

Use of guided missiles in the Fleet will affect just about the entire crew of the ship. Some missiles are larger than any shells or torpedoes ever handled aboard ship; some are heavier than some aircraft. This implies radical changes in shipboard arrangements, from handling rooms up to the launching ramps. It also implies new work for the boatswain and the deck force, ammo handlers and gunnery department maintenance crews. In short, you'll get the word when the guided missile is added to your ship's or your squadron's armament.

Another effect upon the Navy's personnel structure will be an emphasis on the importance of the trained technician in the ship's organization. Many men now serving their second or third hitches can recall the days when the gun crews were the ship's aristocrats, when a skipper would have traded off

his gig, if he could, for a good pointer and a chance for a white "E" on the turret's side. Accuracy will be equally important in the guided missile era, but it will not be achieved by a clear eye at the pointer's scope. The tools of modern warfare have speeded beyond human reaction. Weapons as automatic as a dial telephone will be independent of human control. Accuracy will be achieved in the work of the trained, long-experienced technician with a headful of data and a steady hand on the screwdriver.

BuPers' recognition of this principle is implicit in the vastly expanded electronics and fire control technician training programs now calling men from the Fleet to long tours in shore-side classrooms. It seems that long as is the process of developing a guided missile, it very likely is no more than long enough to allow time for adequate training of personnel to handle the weapon.



THIS IS a mockup of the KAQ-1, or Lark, one of BuAer's newest. Guided missiles, like Navy's planes and ships, have been given their own designations.

And the process of development is arduous and long. The first successful BAT represented 1,000 man-years of research and development effort. Yet the BAT is relatively a simple missile. The German scientists worked 9 to 12 years to produce the V-1 and V-2 weapons, an amount of effort comparable to that expended by our own nation in development of the atomic bomb.

The Navy has been "in the business" for some time itself. BuAer first experimented with radio-controlled aircraft back in 1922, in conjunction with the Naval Research Laboratory and the old Bureau of Engineering (now BuShips).

The first drone was successfully flown, without a pilot, at the Naval Proving Ground, Dahlgren, Va., about 1923. These early efforts resulted in development of the target drone for AA practice, and a logical next-step was a project begun in 1940 to add bomb loads to the drones. BuAer called them "assault drones," and a job they did against the Japs went almost unnoticed in the welter of wartime headlines. The drones were launched against Japanese installations at Rabaul, with fairly good results considering the infant state of the guided missile at that time. These drones were controlled by the command system from a mother plane. As an added feature, each drone carried a television unit, and a receiver in the mother plane showed the drone's operator what his missile was pointed at.

BuOrd's first guided missile production was the BAT, developed in cooperation with the war-time federal Office of Scientific Research and Development and the National Bureau of Standards. But far older than the BAT was BuOrd's interest in projectiles in general, which involved research and development work in supersonic aerodynamics, propellants, ballistics, warhead design and, particularly important, automatic control systems, which are the scientific bases of the guided missile. And, just to show you where such projects can lead, consider BuOrd's second missile development, the Bumblebee, which resulted in more than another missile. Out of the research and development that produced the Bumblebee came the ramjet engine, the Flying Stovepipe with a 1,500-mile-per-hour speed. (Technical direction of the Bumblebee project is provided by the Applied Physics Laboratory of Johns Hopkins University. Included in the project are about 20 other agencies, such as industrial laboratories and universities. This group produced VT fuzes for World War II).

The above implication that the guided missile is deeply founded in basic research can be illustrated by a listing of the problems in basic research scientists must consider as they develop guided missiles. A prominent physicist who has worked in the field compiled an off-hand list showing that missiles development involves problems in such fields as aerodynamics, combustion, propellants, gyros, servo

mechanisms, radar, electronic components, radiowave propagation, telemetering, proximity fuzes, shaped charges, warhead fragmentation and damage probability, upper-air combustion and, eventually perhaps, interplanetary navigation. No one man can be an expert in all these fields, and thus missile development requires the greatest cooperation between scientists and engineers, and the agencies employing them. It's not hard to see that the greatest of coordinated efforts may be expected to produce a missile only after—what was it?—yes, 1,000 man-years of work!

Tactical and strategic implications of the guided missile are profound, but the doctrine is not yet written, because missiles are so new. The missile will dictate tactical development, tactics will not determine the development of missiles. Some changes already are apparent; a few others can be pointed out with reasonable certainty.

The BAT already has changed the tactical relationship between the patrol plane and the surface ship. The BAT provides the patrol plane with a weapon capable of destroying a ship, or inflicting at least heavy damage, while the plane stays out of range of the ship's guns. Unless the ship has air cover or can launch a combat air patrol, or unless the ship is equipped with an adequate surface-to-air missile which can bring down the patrol plane at greater range than the plane can launch the BAT, the ship is helpless.

Other tactical implications are revealed in considering use of fleet and air units in conjunction with guided missiles. The missiles will greatly extend the effective striking range of a surface ship in anti-aircraft, antiship or shore bombardment operations. Area bombardment from fleet units 100 or 200 miles or more off an enemy coastline will be quite possible, using missiles now in the test stage. Such tactics would provide a new function for surface ships or submarines. As a matter of record, we stopped the Nazis just in time to forestall a fearsome plan of theirs. They were well along in designs for delivery of V-1 and V-2 weapons by submarine to sea-launching sites off eastern coastal cities of the United States.

And if missiles can extend the range of ships, it is equally true that ships can extend the range of missiles. Look at it this way. Assume you wish a missile to use against an enemy across several thousand miles of sea. You might approach your problem by attempting to build a missile capable of taking off from a Kansas cornfield and traveling a third of the way around the globe. Such a missile would require a stupendous amount of fuel to propel it that far, even without the weight of a warhead. And for every pound of warhead added, it would require still more fuel. Any way you look at it, you'd be expending an immense amount of fuel—and a lot of expensive missile—for a relatively small bang. The great expense of such a missile would make its use extremely



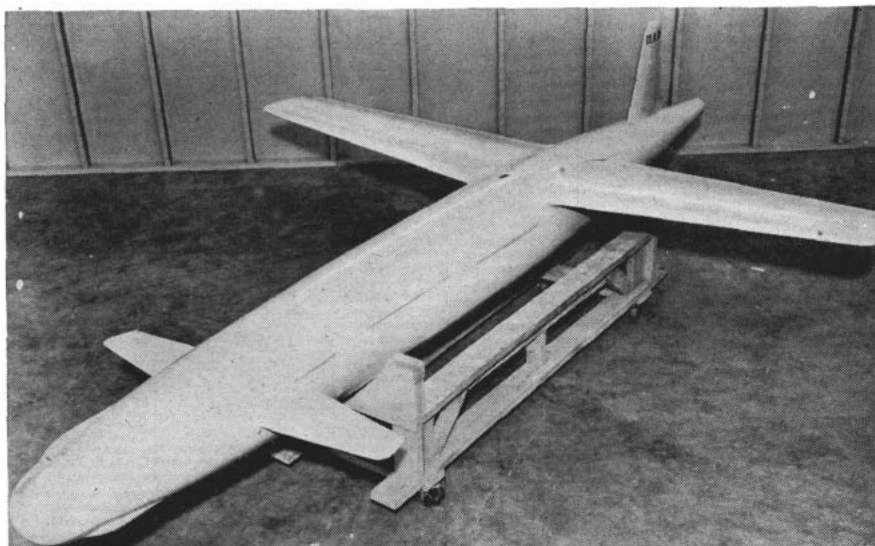
TECHNICIANS test-fire the Gorgon at NAMU. Gorgon is jet-powered, experimental missile, which is launched from a catapult or is given rocket assistance.

doubtful from the standpoint of military economics.

Another approach to the problem offers good possibilities, if you're in a position to use it. Fortunately, we are. Take the warhead off your monster 10,000-mile missile and hitch it to a missile say a twentieth as large. It won't cross an ocean now. It may have a range of only a couple of hundred miles. But you can load it aboard a ship, carry it across an ocean, and turn it loose on the other side; or you can put it aboard a carrier for the trip across, thence aboard a plane for delivery. The military economics of the situation are improved because, for each bang, you expend a smaller missile; and because your ships and planes can come home for additional loads an indefinite number of times.

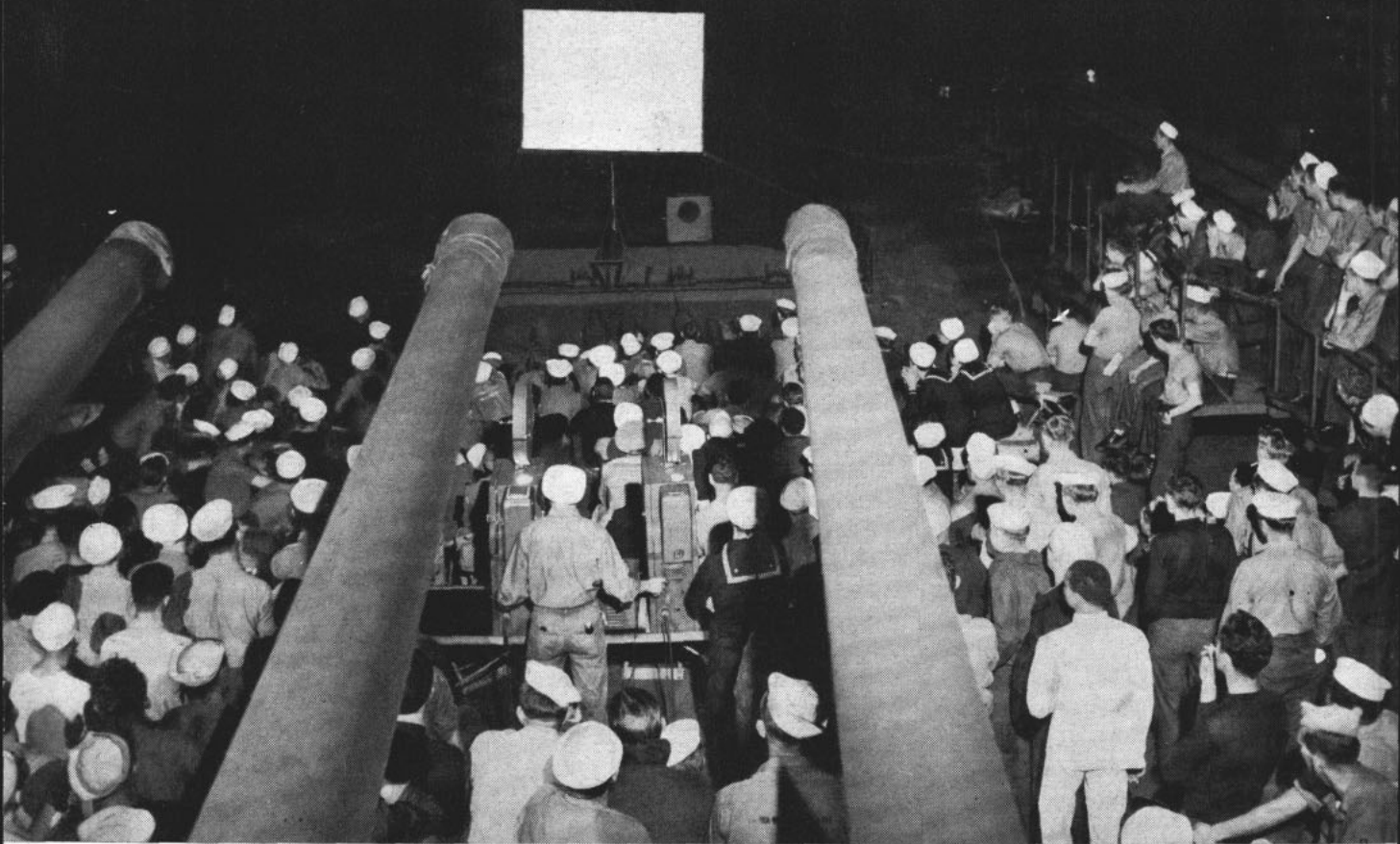
But we've wandered well into the future. Consider again the difference in time, effort and knowledge between the concept of a missile and the same

missile in operational use. The missile evolves slowly, from basic research in many scientific fields to a stage the Navy terms "development." At this point an actual prototype missile is built. It progresses to the "test" stage, and is given an exhaustive analysis over a period that may sometimes be measured in years, to determine if it will work at all, and under what conditions. Missiles which pass the test stage—and they have been few so far—will enter the stage of "tactical evaluation." They will go the Fleet. They no longer will be babied by trained technicians. Enlisted crews will replace the technicians for maintenance and operations. Launchings will be made with cold salt spray coming over the bows. Flights will be launched in fog, rain and storm. Ship, air and shore targets will be destroyed. And only after this process is completed will a new weapon take its place in the Fleet, or slip back into oblivion.



EARLIER GORGON resembles a freak-tailed shark, and is used for air-to-air pilotless aircraft training. This one obtained its motive power from rocket motor.

FILMS FOR THE FLEET



FLICKER is shown on the afterdeck of a cruiser at sea. Dual projectors permit continuous running of the motion picture.

FOUR HOLLYWOOD movies selected each week for naval forces afloat and personnel at overseas bases—that's the job of the Navy Motion Picture Service which negotiates annual contracts with the motion picture industry, leasing feature pictures and short subjects for Navy use at sea.

Whether it's the latest western, musical comedy or thriller, the Motion Picture Service reviews and selects the movies each week, basing choices on past experience with the likes and dislikes of Navy men.

The Navy uses about three-quarters of the annual Hollywood output. The motion pictures, bought on an attendance basis, are put in Navy custody under lease for two years. The new and unused films are distributed to forces afloat and for shipment to overseas bases within 90 days of national public release, or in some instances while in a pre-release status.

After selection by the Navy Motion Picture Service, which is under the cognizance of BuPers, the 16-mm. and 35-mm. films are ordered from the industry and turned over to the Navy Motion Picture Exchange, located at

New York Naval Shipyard, Brooklyn, for distribution.

Upon receiving 15 prints of each of the four movies selected every week, the exchange makes up a program approximately 90 minutes long. A complete program may be composed of a feature picture plus selected short subjects, also leased from the industry.

After the new film, which is received from the producers on plastic hubs, is wound on Navy reels and placed in special Navy containers, the show is ready for the road.

Enclosed with each movie is a program record book for use of each command seeing the film. Information regarding date received, condition of the film when received and damage done to the film during exhibition is recorded in the book and certified by the CO before the film is transferred.

The movie containers are stenciled with numerical designations and numbered chronologically to insure correct distribution and to prevent replays.

Films go to the Fleet via various distributing exchanges located on the east and west coasts. Actual distribution to forces afloat is effected through these exchanges at Boston; Casco Bay; New

York; Philadelphia; Norfolk; Charleston; Green Cove Springs; New Orleans; Orange; San Pedro; San Diego; San Francisco; Seattle and Balboa.

All pictures eventually return to the Motion Picture Exchange, Brooklyn, for delivery to contractors.

Programs are forwarded via NATS as rapidly as possible to avoid undue loss of entertainment value. Schedules are followed precisely and most of them require the exhibiting unit to "show and ship" in a hurry. Ships of the Fleet may exchange films with other divisions and squadrons, from fleet to fleet via fleet or shore exchanges, as frequently as possible.

If movies arrive at an activity behind schedule, or not at all, it's because activities do not forward the programs immediately after showing them. It is *not* the fault of the Motion Picture Service. The Navy Motion Picture Service gets the films to the distributing exchanges as early as possible. From then on distribution is up to individual ships and activities. Instead of stowing a film in the movie locker after showing, commands should forward them immediately in order that the NMP's goal, that of

having as many places as possible exhibit the top movies as soon as possible, can be accomplished.

Individual taste in motion picture entertainment varies. The industry plans its productions with a view to pleasing a market of wide-range cross-section public opinion. The cross-section is entertained by historical, documentary and biographical subjects and by fictional drama, mystery, comedy, musicals and westerns. Fortunately, because the Navy's annual library is so extensive and if schedules are followed closely, those bored by one type picture do not have to await many exhibitions before a picture more in accordance with their own tastes is shown: Surveys show that the men in the Fleet prefer musical comedies and action pictures over others, with war pictures at the bottom of the list.

Fifteen copies of each movie are bought to provide the widest possible quick distribution. More prints are desirable, but fund limitations make it impossible. Nine of the prints are sent to Pacific forces while the rest go to the Atlantic Fleet and activities in Europe.

The Navy Motion Picture Service handles only films going overseas and to the Fleet. Continental activities are not connected with NMPS. Activities in CLUSA have their own non-appropriated funds from which to procure movies for their activity. Such activities obtain entertainment motion picture films by the Optional Naval District Motion Picture Plan in accordance with BuPers Ltr. S85-1 of 28 Aug 1943.

The plan provides for procurement of the newest 35-mm. pictures within 30 days before or after national release. District welfare and recreation officers, at the discretion of respective commandants, maintain direct contact with commercial motion picture exchanges either in or out of individual naval districts. In this way, direct booking for motion pictures is made with the exchanges and payment is made on the basis of 10-cents per person. The Navy Motion Picture Exchange, Brooklyn, furnishes each naval district with notices of availability of feature subjects. It is entirely up to the individual command what movies are shown when.

Naval hospitals in the U.S. receive motion pictures from commercial exchanges on a flat rental basis and no admission is charged for performances.

BuShips furnishes and assigns all motion picture projection equipment, including spares and replacements, both ashore and afloat.

Operators of sound motion picture machines should be graduates of a Navy school for motion picture operators to avoid undue damage to Navy leased film, which would remove the films from circulation. But the demand for graduates of the schools is much greater than the supply and COs are authorized to employ temporarily the services of any man as a sound motion picture operator who, in the



NAVY MEN prefer musical comedies and action movies over others, with war films at the bottom of the list. In any case, they see the best films available.

judgment of the CO, is qualified in accordance with Art. 5333, BuPers Manual (Change No. 6).

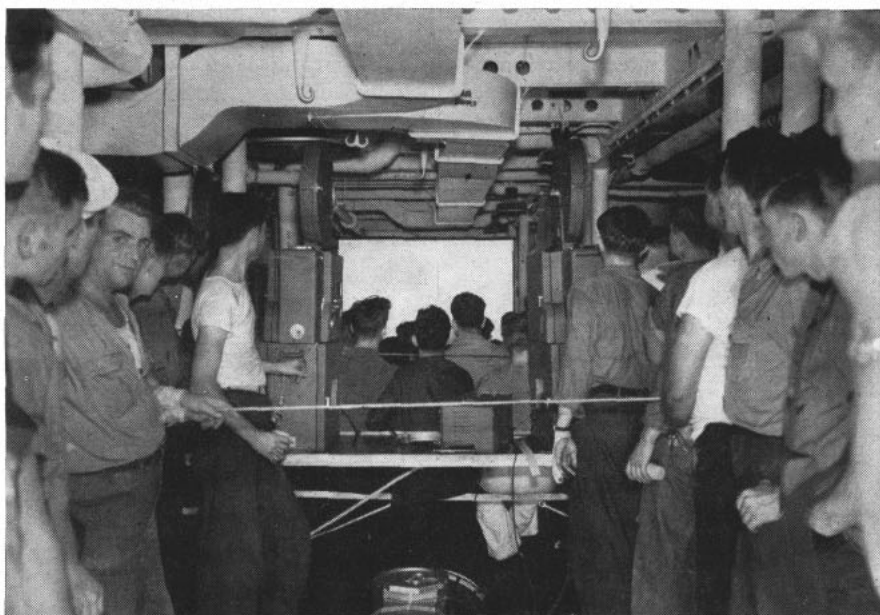
All 35-mm. film has a nitrocellulose base. Therefore, it is readily combustible and inflammable. Its source of danger as a fire hazard at all times cannot be over-emphasized. Although 16-mm. film has an acetate base the same general safety precautions should be applied. Closed spaces are particularly dangerous.

Class C schools for motion picture operators are located at USNTC, Bainbridge, Md., and USNTC, San Diego. An intensive eight-weeks course in theory and practical instruction is provided in operation, care and upkeep of 35-mm. and 16-mm. sound motion picture equipment and film. Quotas

are assigned by BuPers and graduates are usually assigned to the Fleet. Candidates should have basic knowledge of elementary magnetism, electromagnetic induction, storage batteries, theory, care and operation, applications of Ohm's and Kirchhoff's laws and elementary knowledge of vacuum tubes.

During World War II, the showing of motion pictures was an undeniable factor in boosting morale of the Navy's fighting men. Although the only seat in the house was the anchor windlass, they drew SRO crowds at every performance.

Now, as during the war, movies straight from Hollywood are shown to Navy audiences throughout the world.



MOVIES may be shown to naval personnel below decks on a ship at sea or at an overseas base even before public release of the motion picture in the States.

DEATH OF



NAZI DESTROYERS steam in column open order in this 1940 picture. Swastika was painted on deck for quick recognition by Luftwaffe, distrusted by navy.

A POWERFUL NAVY, the German high seas fleet of battleships and cruisers, took a stunning defeat in the midst of World War II, and the defeat was not the result of bombs, or of the guns on the prowling ships of an enemy navy. It was a defeat ordained by words alone, delivered on a scrap of paper.

The story is told in documents from files of the German Naval Staff, obtained by the U. S. Navy, and in reports written after the war, from memory, by high-ranking German naval officers. The documents give an intriguing insight into the Nazi war effort, which seems to have been somewhat more added than the supermen cared to admit.

Nazi Vice Admiral Theodor Krancke wrote part of the story in reports to the German Naval Staff, in which he told of der fuhrer's verbal broadsides at conferences which in three days, soon after our entry into the war,

knocked out the Nazi ships without scarring the mahogany table. The narrative reveals a Hitler, disillusioned at what he felt was the failure of his navy, so infuriated by a series of minor circumstances that he ordered the scrapping of his ships. Krancke, by the way, was Permanent Deputy for the Commander-in-Chief, Navy, at Fuehrer Headquarters, and thus had opportunity to observe, and patiently weather, the blasts of Hitler's anger. Krancke's narrative goes like this:

30 Dec 1942

"Morning Situation Conference . . . After discussing the transport situation in the Mediterranean, the Fuehrer talked about the superiority of the British Navy which was able to sail through the Mediterranean without paying any attention to the Italian Navy and Axis Air Forces. He described our own Navy as but a copy of the British and a very poor one at that. The ships are not in operational

readiness; they are lying idle in the fjords, utterly useless like so much old iron.

"... I read a teletype message from the Operations Division of the Naval Staff which said it was intended to commit the Northern Cruiser Task Force against a convoy reported by our submarines. The Fuehrer asked whether the force could get there in time and locate the convoy. I replied that this was possible. . .

"Evening Situation Conference—I reported that the task force had left port and would presumably locate the convoy in the early morning hours. The Fuehrer emphasized that he wished to have all reports immediately, since, as I well know, he cannot sleep a wink when ships are operating. . ."

31 December

"Noon Situation Conference—At 1030 this morning I had reported to the Fuehrer that the task force had been in contact with the enemy since 0936. I also gave a submarine report of 1145 according to which the action apparently had reached a climax, since only a red glow could be seen in the arctic twilight. The Fuehrer and I believed that in the main the attack on the convoy had come off according to plan.

"Evening Situation Conference—No reports. . . except that Commanding Admiral, Cruisers, has reported that the ships were returning to the rendezvous at 2200. I concluded that the naval force had not suffered any damage, as their cruising speed was at least 20 knots. I also reported that there was no radio contact with DD *Eckoldt*. During the evening situation conference, I received a (British) Reuter report of a naval engagement (one destroyer sunk, one cruiser damaged). We thought it possible that this report was correct. The Fuehrer was uneasy and wanted to know why our own force had not yet reported. I explained that radio silence was maintained at sea. . ."

1 Jan 1943

"During the night I called the Naval Staff and Group North every half hour asking for news, but no success. The Fuehrer too sent several times to inquire whether I had any news. At 0415, shortly before the Fuehrer went to bed, I visited him and informed him that I would submit incoming messages immediately, so that he would have them the moment he awoke. . .

"Discussion of situation at noon—Despite repeated calls to the Naval Staff and Group North, there were still no further messages. I again pointed out the urgency of obtaining a report for the Fuehrer. I was told that the telephone connection (at CA *Hipper's* mooring buoy) was damaged.

ALL HANDS

NAZI NAVY

"I informed the Fuehrer accordingly at the discussion. He said it was an impudence that he as Supreme Commander had not received any news 24 hours after the action, and that the British had already given a report on the previous evening. . . He spoke of the uselessness of big ships, of lack of ability and lack of daring on the part of the older naval officers, and so on. I had to give up any attempt to explain or protest. He even stated that we dare to attack merchant vessels only if they do not answer our fire.

"During the afternoon— . . . I was sent for by the Fuehrer who asked me for news. He then walked up and down the room in great excitement. He stated that it was an unheard-of impudence not to inform him, that such behavior and the entire action showed that the ships were utterly useless, that they were nothing but a breeding ground for revolution, idly lying about and lacking any desire to get into action. This meant the passing of the high seas fleet, he stated, adding that it was now his irrevocable decision to do away with these useless ships. He would put the good personnel, the good weapons and the armour-plating to better use. 'Inform the Grand Admiral of this immediately' . . .

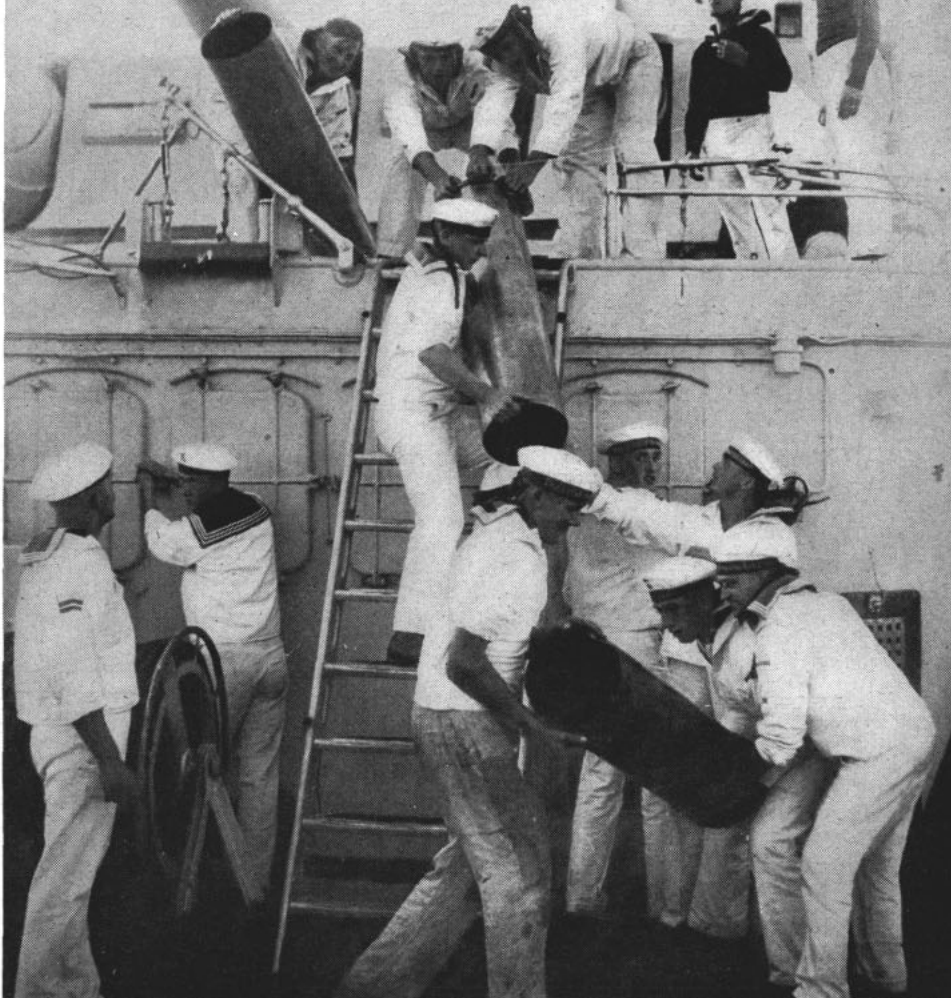
"At 1925 I received a report by phone from the Commander-in-Chief, Navy, which I had typed and submitted to the Fuehrer as soon as he awoke at 2015."

This report, delivered by Vice Admiral Krancke to Hitler, was not cheerful. An important part of the report follows:

"Concerning the outcome of the operation of the Northern Cruiser Task Force, it became known in the course of the day that our forces had been unable to penetrate the defensive screen of the enemy. While attacking the convoy from the northwest, *Hipper* had been engaged by the enemy's defensive forces for a protracted period. She had been able to damage three to four destroyers. However, she ran from a low visibility sector into the gun range of an enemy cruiser. She was surprised and received three hits, one of which put her boiler room '3' out of action. Boiler room '4' was also out of action for some time due to flooding. Her speed was thereby cut down to 18 and at times to 15 knots.

"DD *Friedrich Eckoldt* was detached by Commanding Admiral, Cruisers, to sink an enemy destroyer which had been crippled. After completion of this task, *Eckoldt* mistook the *Hipper* for a British cruiser; thereupon she closed the enemy force, was surprised and sunk."

The report recounted that a force, headed by the CA *Luetzow*, had attacked the convoy from the southeast but managed to score only two certain



AMMO HANDLERS—Prewar training shot shows German sailors aboard a Deutschland class CA. Note the 11-inch brass powder cases they handle.

hits on ships of the convoy. The report concluded:

"After *Hipper* was damaged, Commanding Admiral, Cruisers, gave order to break off the action and retire."

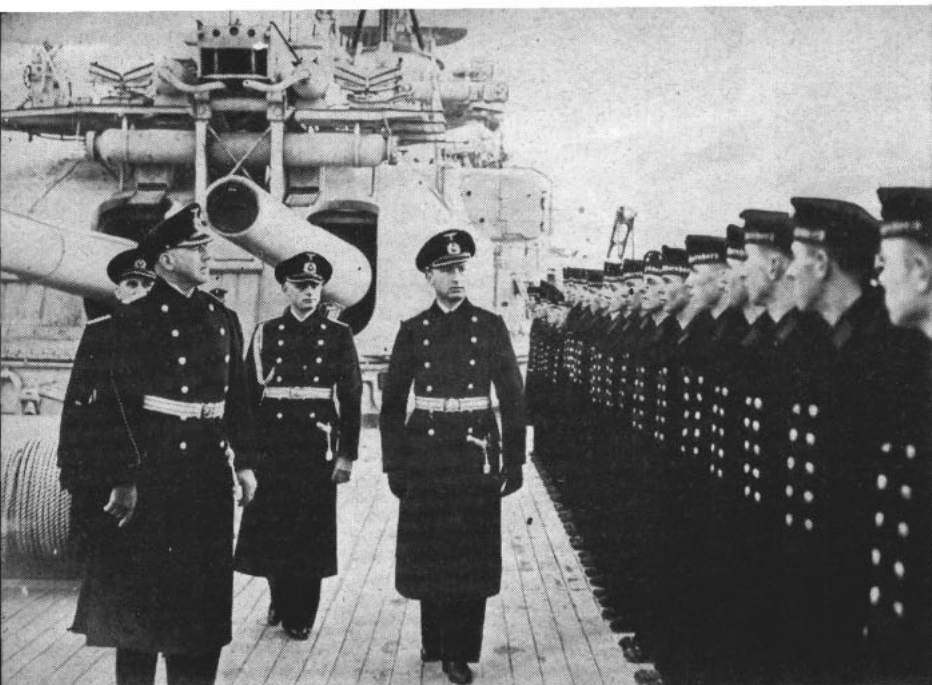
Krancke's narrative continued:

"At the situation conference that evening there was another outburst of anger with special reference to the fact that the action had not been fought out to the finish. This, the Fuehrer said, was typical of German ships, just the opposite of the British who, true to their tradition, fought to the bitter end. He would like to see an Army unit behave like that. Such Army commanders would be snuffed out. The whole thing spelt the end of the German high seas fleet, he declared. I was to inform the Grand Admiral immediately that he was to come to the Fuehrer at once, so that he could be informed personally of this irrevocable decision."

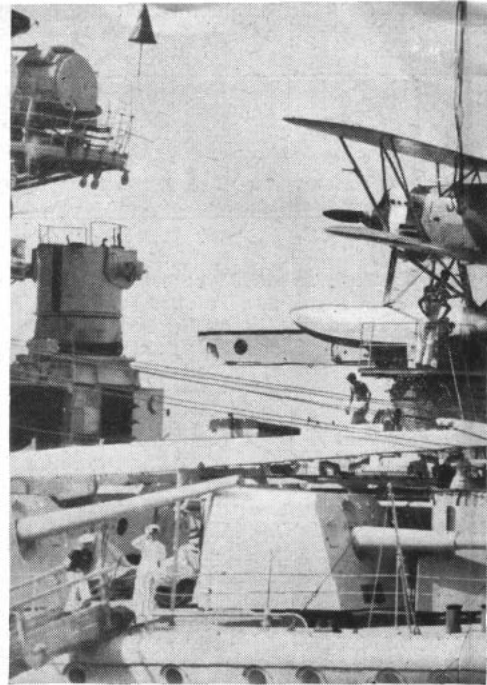
Subsequent to the conferences re-

ported by Vice Admiral Krancke, the German fleet was partially decommissioned and scrapped on orders of Hitler 25 Jan 1943. On 30 January the Commander-in-Chief, Navy, Grand Admiral Erich Raeder, an able leader who had assumed his office some five years before the Nazi Party's rise to power in 1933, resigned and was succeeded by Grand Admiral Karl Doenitz, the former Commanding Admiral, Submarines. The shift in command from Raeder, who had been largely responsible for building Germany's high seas fleet, to Doenitz, an exponent of submarine warfare, reflected exactly the shift in German naval strategy at that point in the war.

On 2 February the order was given to cease work on battleships, heavy and light cruisers, aircraft carriers and troop transports, with the exception of vessels designated as training ships. On 13 February the Fuehrer approved a plan for decommissioning heavy



SCHARNHORST'S crew gets captain's inspection early in 1939. Ship's name is in gold braid on flat hats. *Scharnhorst*, a battleship, displaced 26,000 tons.



PLANE ON catapult and other details of the CA *Admiral Scheer* are shown

units of the fleet. It provided for decommissioning of BBs *Scharnhorst* and *Tirpitz*, OBBs *Schleswig-Holstein* and *Schlesien*, CA *Hipper* and CLs *Leipzig* and *Koeln*, and for reassignment as training ships, not ready for action, CAs *Prinz Eugen*, *Admiral Scheer* and *Luetzow*, and CLs *Nuernberg* and *Emden*. Already out of commission was BB *Gneisenau*. Lost in action had been BB *Bismarck*, CAs *Bluecher* and *Graf Spee*, and CLs *Koenigsberg* and *Karlsruhe*.

Had the fuhrer's order been carried out completely, the German navy would have ceased to command any active ship larger than a destroyer. The order was, in fact however, later modified, as der fuhrer's fickle fancy shifted from his army to his navy, and not all of the ships were inactivated. Still, the order was carried out to a degree of about 50 per cent, and it was a great naval victory for the Allies.

But the German naval debacle cannot be explained on the sole ground that it was an hysterical whim of Hitler's, despite that character's reputation for making war plans on the strength of his own "intuition." Krancke's report reveals the straw on the camel's back, but more fundamental factors are shown in other Nazi documents.

They lay the German navy's misfortune to inter-service rivalries, to the realization by the Nazi high command of the desperate straits it faced as early as 1942 (which intensified the competition between the services for scarce men and materials), to the fact that the German navy was not prepared for war in 1939 but was building for a war it thought would come in 1944/45, and to the important circumstance that the Allied fleets had pretty well succeeded, at considerable cost, in bottling-up the Nazi navy. This last was seen by Hitler as proof of

the German navy's uselessness; the Allies, who had deployed much of their naval strength in accomplishing the bottling-up, would hardly agree with him.

Grand Admiral Raeder illuminated the first of these underlying causes when he commented in his farewell address to the Naval Staff on 1 Feb 1943:

"I have commanded the Navy for over 14 years and I feel I am entitled to retire now. After all, this whole period in Berlin has been a never-ceasing, tough struggle. . . At first it was a struggle with Ministers (of Defense) like Groener and von Schleicher. We struggled against the Army which at that time showed a tendency to swallow up the Navy. Later on and for a decade we were engaged in a struggle with the Air Force. . ."

The controversy with the Luftwaffe was mentioned by other high-ranking naval officers, writing after the war's end. The Luftwaffe took over German naval aviation by a process of gradual absorption between 1935 and 1939, in an atmosphere of considerable suspicion and professional jealousy between army and navy fliers. The breach was heightened by the strong contrast in the personalities of the leaders: Raeder, an experienced sea dog of proved judgment, on the naval air side, and Goering, "a narrow-minded dilettante," whose powerful position in the Reich tended to make his Luftwaffe dominant. Between Raeder and Goering cooperation was impossible.

Eventually it was agreed that the Luftwaffe would take over nearly all aviation activity, and would make available to the navy a stated number of squadrons for naval uses. As the war progressed, the Luftwaffe seemed less and less willing to release squadrons to the navy, in accordance with

the agreement, and more and more inclined to issue orders to naval squadrons involving non-naval missions.

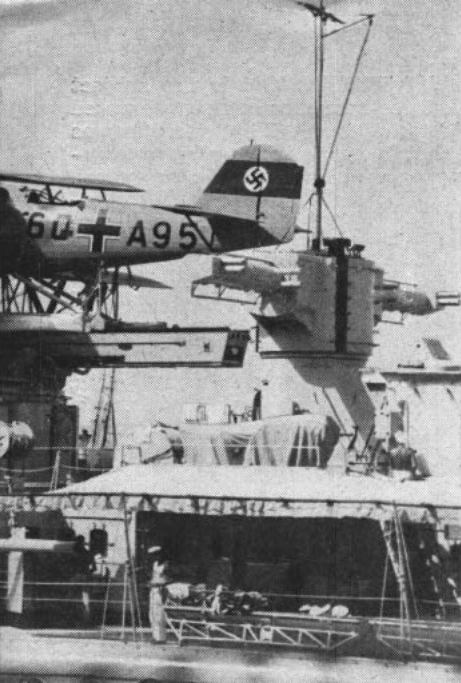
The German writers cite operational difficulties encountered, among others the following instances:

Naval air forces, such as remained under naval command, were not allowed to patrol closer than 30 miles from the British coast, with the consequence that when the navy wanted to know the location of British fleet units it had to call in the Luftwaffe.

The war at sea was severely hampered by the diversion to other tasks of naval air units. The writers mention the instance of diversion to an unspecified task of Luftflotte 3, trained and equipped for aerial mine warfare, at a time when mine warfare was being emphasized by the Nazis as grand strategy. The Naval War Staff made frequent protests to the Luftwaffe and to Hitler.

Decision to scrap the fleet was based partly in Hitler's realization that Germany's war was going badly, and that the all-out war economy must be concentrated in avenues that seemed to offer the best approach to success. Grand Admiral Raeder submitted a 5,000-word memorandum to the fuhrer stating the consequences of liquidation of the heavy surface fleet, and pointing out the difficulty of turning any men and materials released into other channels. Hitler's reply, described by Krancke on 17 Jan 1943, was an adamant repetition that the fleet must go:

"After today's situation conference the Fuehrer asked me to stay and again stated that he could not see any further use for the big ships in this war. The situation in the east is so critical that he must scrape together all forces to help out. . . tanks are decisive, but despite all our efforts we are still turning out too few. . .



here. Note after battery range finder, single-purpose secondary battery guns.

Therefore, no more ships are to be constructed or converted unless they are necessary for the submarine war or for expansion of our coastal defenses. All workers hitherto employed on this work must immediately be made available for tank production.

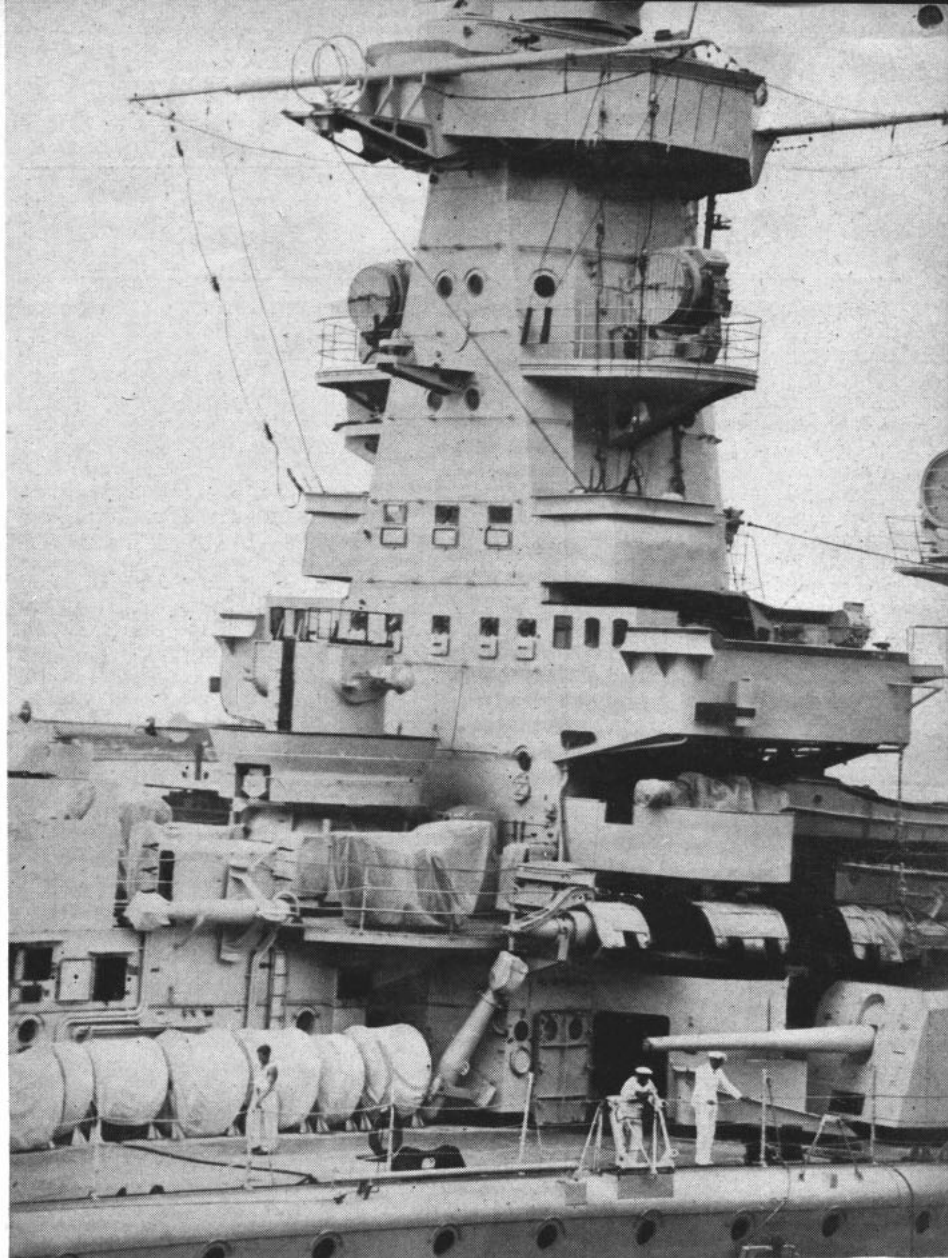
"I mentioned that the numbers of workers that would be released is not very large, in any case not nearly so large as the 20,000 men he mentioned. The reply was: 'Even if it is only 5,000, it will help' . . .

"I again referred to the struggle against the Anglo-Americans with their gigantic sea power, for this battle is after all at least as decisive for the outcome of the war as the war in the east. The Fuehrer said that this is absolutely correct, and therefore every effort must be concentrated on maintaining submarine warfare. . ."

There is evidence that all was not slickly coordinated in the Reich's war plans. At any rate, the navy did not get the word to expand soon enough. Raeder warned Hitler early in 1939 that the German fleet was not up to a war with Britain. Hitler assured him there was no immediate possibility of such a war. In his farewell speech, Raeder said:

"In the summer of 1939 the Fuehrer did not think it was necessary to assume that England would enter the war if we attacked Poland. The Fuehrer had sanctioned a program for the expansion of the navy by which the construction of a really powerful fleet would be concluded in the period 1944-45. However, as events turned out differently, the navy had to go into action against the greatest sea powers in the world at a time when we were only beginning to expand. . .

"The operations of our surface vessels on the high seas forced the enemy to commit his entire fleet to the protec-



VIEW OF the Scheer's tower shows searchlights, aerials, range finder, direction finder loops, other details to compare with modern U. S. ships.

tion of his convoys; he had to subject his naval units to a great deal of wear and tear. He was not able to concentrate them at a place of his own choosing for a decisive blow.

"Yet for these operations we lacked a large fleet which, based in the captured ports along the Atlantic Coast, could have met the enemy in a fight for control of the high seas. . .

"Secondly, we lacked a naval air force. From the very beginning we had bitterly fought for one. At first we reached a certain degree of success in this struggle, only to have it gradually destroyed by the influence of the Commander-in-Chief, Air. In this struggle we lost out.

"History will decide one day the question whether a naval air force is essential for a navy that wishes to operate at sea. . ."

Grand Admiral Raeder argued eloquently in his futile memo to Hitler

for retention of the German high seas fleet. He carefully advised his fuehrer of the embarrassment the Nazi navy was causing the Allies. "The pride of the British Fleet, her four newest battleships and the two newest carriers, three squadrons of cruisers, and five flotillas of destroyers are committed in the Northern Scotland-Iceland area." He painstakingly calculated the slight advantages which, at best, the end of the fleet would bring to other phases of the German war effort.

For the most part he talked sense. But his arguments fell into one hole. True, it was a hole already populated by most of the other high Nazis. He included in his reasons for keeping the fleet the following:

That unless the fleet were maintained, it would be unable, in the years following victory, to carry the flag of the Reich to foreign shores.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

● **THE UNIFORM** still poses a question to BuPers. Contrary to some published reports, the Navy is keeping the question open. Experiments continue in the problem of modernizing the enlisted uniform.

The Uniform Board is considering recommendations from personnel ashore and afloat, submitted in many cases after actual trial of the new uniform. The Navy is not unconscious, either, of the largely unsolicited, but not unwelcome, response from blue-jackets the world over who have shown a healthy desire to be heard on the subject.

Other considerations, besides experiment with proposed design changes, will govern the Navy's final decision: availability of surplus uniforms of the present style, and cost of procuring new uniforms are among the factors.

● **FINANCIAL HELP** in time of need for Navy men and their dependents (not just relatives) often is available from an unofficial but closely related agency of the Navy known as the Navy Relief Society. The society is a private organization established by a group of officers, their wives and civilian friends of the Navy. It is now supported by voluntary contributions from naval personnel, organizations and civilian friends.

When emergency and non-recurring expenses are encountered, particularly such as those associated with sickness, doctors' bills and hospitalization, which cannot be met from individual resources, Navy Relief Society is available and willing to assist. Its activities are not charity, nor is its assistance available regardless of circumstance or purpose for which assistance is requested. The society likens its activity as help by one member of a rather large naval family to another in time of trouble.

The society assumes every Navy man wants to maintain his financial integrity and self-respect, does not want "charity." It assumes, at the same time, that there may be times when extra help will be needed by men or their dependents who may be confronted with special situations. Its assistance is readily granted in these cases, but it must be remembered that this is a privilege and not a right.

The society operates through its auxiliaries, of which there are 40 in the United States and territories. These are located at the headquarters of the various naval districts and at the larger naval bases and centers where dependents of Navy men congregate. Men with problems concerning themselves or their families may apply to the nearest auxiliary, or, in

their absence, their families may apply. Reasonable identification is necessary to protect the society's funds and some questions may be asked, but you may be sure you or your family will receive sympathetic consideration. Men aboard ship may consult division officers or chaplains for advice on how to apply. Dependents of men at sea, who need help but do not live near a naval district headquarters or large naval center, may go to the local Red Cross chapter and ask that organization to process a request to the headquarters of the Navy Relief Society in Washington, D. C.

Assistance other than financial also is offered by the society. Men with such problems as transportation, delayed allowances, non-receipt of benefits, and related matters may consult the nearest auxiliary office.

Financial assistance may be as a loan, without interest, as a straight gratuity or gift, or a combination of the two. Loans are expected to be repaid, usually by allotment, that the society's funds may be replenished to help others. Aid is available to any Navy man, depending upon the circumstances, and to persons actually dependent upon a Navy man for support. The society does not finance business ventures, purchase of automobiles, leave for convenience, or the maintenance of a standard of living above a man's normal resources. It is, however, always available in cases of real need.

● **JET PROPULSION** is the subject of a three-semester course presented in Washington, D. C., by the Navy as the first in a series of in-service training programs for scientific personnel. It is designed to offer latest information on the subject, on a graduate level, to civilian employees and officers working on Navy projects in the fields of guided missiles, jet propulsion, jet-assisted takeoff, gas turbines, propellers and electronic control.

The class now in session was limited to 35 students, all on duty with BuAer, BuOrd, Office of Naval Research, Naval Research Laboratory or the Naval Powder Factory. A similar session for a greater number of students is projected this fall.

The course was arranged under supervision of the University of Maryland, is being taught by Dr. Charles R. Russell of BuOrd, and is based on texts prepared by the California Institute of Technology.

● **LOGISTICS** will become a major study at the Naval War College, Newport, R. I. The Chief of Naval Operations has authorized and directed the Chief of Naval Personnel to establish such a course.

The task will be accomplished by expanding the existing logistics section of the War College and designating it as the logistics course. The logistics course will share an equal status with the course in strategy and tactics. It has been proposed to conduct each of these courses under the direction of a flag officer responsible directly to the president of the Naval War College.

Completed component publications of the Logistics Handbook, prepared by the Navy Supply Corps School, Bayonne, N. J., will be integrated with other publications of the Army, Navy and Marine Corps to form the

LEGISLATIVE ROUNDUP

Life Insurance—Public Law 5 (H.R. 1353); Adds new and liberalized provisions to National Service Life Insurance Act (see page 61).

Chief of Chaplains—S. 227, H.R. 1365: Favorably reported by House Armed Services Committee; to establish a Chief of Chaplains with rank of rear admiral (upper half).

Civil Engineers—S. 232, H.R. 1359: Favorably reported by House ASC; to increase authorized number of CEC officers.

Nurse Corps—S. 322, H.R. 1373: Favorably reported by House ASC; to reorganize Nurse Corps, Navy and Naval Reserve.

Cadet, Midshipman Service—S. 657: Introduced; to credit service as cadet, midshipman or aviation cadet for pay purposes, and service as cadet or midshipman for retirement.

Marriage Payments—S. 228, H.R. 1363: Passed House; to amend Pay Readjustment Act so as to validate payments based on purported marriages

which were made in good faith and later declared invalid.

Pay at Academies—S. 321, H.R. 1377: Passed Senate; to increase, and otherwise revise, pay of midshipmen and cadets at service academies.

Dependents' Transportation—S. 224, H.R. 1376: Passed House; to permit transportation of dependents and household effects to overseas duty stations, in cases where dependents were prevented from traveling to such stations by reason of the war.

Death Gratuity—S. 319, H.R. 1380: Favorably reported by House ASC sub-committee; to delete from gratuity statutes the restrictive phrase, "not result of own misconduct."

(Legislation previously listed in this column, which has had no change in status, has been omitted; these bills will be listed again as changes occur. The abbreviation ASC stands for Armed Services Committee, which in both the House and Senate is the consolidation of the former Military and Naval Affairs committees).

WHAT'S IN A NAME?

Skylarking

Skylarking was first coined as a word to express the fun enjoyed by robust young seamen who would scramble to the fighting-tops of warships, and descend to the decks by sliding down the backstays.

It was a sort of a "follow-the-leader" game, and called for lots of nerve and stamina.

The term as used in the present day is certainly different, and the practice is frowned on throughout the Navy.

The young man who has lots of nerve and stamina and wants to get ahead, knows better than to skylark, for it means that he is not paying attention to his job or his duties.



nucleus of texts to be employed. Continuing development of source material will become a function of the logistics course.

A staff of 10 officers consisting of an officer-in-charge and his assistants will present the course. They will include: one captain and three commanders of the line (of the three, one to be a naval aviator), three commanders of the Supply Corps, one commander of the Civil Engineer Corps, and one commander of the Medical Corps.

About 50 students will be assigned to the course yearly. The qualification for officer students will be, in general, the equivalent of those required for the Naval War College. Students will include officers in the following categories and numbers: line, 10; line (naval aviators), 6; line (engineering, ordnance and construction), 6; Supply Corps, 15; Medical Corps, 2; Dental Corps, 2; Civil Engineer Corps, 4; Marine Corps, 4.

The syllabus to be considered in the 11-month course will include overseas bases and continental shore establishments, mobile logistic support, personnel distribution and control, materiel distribution and control, transportation of personnel and materiel, effect of logistics on operations including analysis of selected operations with respect to logistic support, and logistic staff exercises.

To insure full integration and correlation of logistics and strategy and tactics, the logistics students will participate in a large degree in the instruction and exercises in strategy and tactics given to the students of the senior and junior classes of the Naval War College.

● **CHRISTMAS** shopping was never easy from a cruiser or a coral atoll in the Pacific. But the process was considerably aided, thousands of servicemen found, by the shopping service offered by the United Nations Service Center, Washington, D. C. During the past three Christmas seasons, the

Center received shopping lists and money orders from all over the world, made the purchases indicated and shipped them, gift wrapped, to such gal friends, wives, parents and children as the servicemen named.

But among the casualties of reconversion was the U. N. Service Center, and the shopping service, perforce, has been shut down. ALL HANDS has been advised that stray orders which wandered in after the last Christmas season will be handled; but no new orders can be accepted. From here on out, you're on your own.

● **RESERVISTS** on inactive duty will be given a chance to train in a Navy Transportation Service component of the Naval Reserve, to be established. Its objective will be to provide capable officers to man shore establishments concerned with ocean transportation in time of emergency.

Organized NTS officer units will be established in major maritime cities, and Volunteer NTS officer units will be set up in other locations. Enrollment will be limited to the number required for mobilization plans.

The Navy does not wish to receive inquiries concerning the projected NTS Reserve. When details are available, they will be published in directives to the Reserve establishment, and will be publicized in "The Naval Reservist."

● **SUITS** totaling more than a million dollars have been filed in recent months against the Navy Department for personal injuries and property damage resulting from negligence of personnel operating Navy vehicles, according to Alnav 40-47 (NDB, 15 February).

The lawsuits, authorized by a new federal tort claims act, have come as a hard blow to the Navy, operating within its closely-pared budget.

To eliminate negligent operation of Navy vehicles by either civilian or naval personnel, the Alnav stressed the following points:

- COs, by requiring full compliance with Navy and state safety regulations and by appropriate instructions and issuance of local orders, can reduce materially accidents caused by speeding, following too closely, lack of care at intersections and in passing and turning.

- Comprehensive investigation of accidents involving actual or potential personal injuries shall be conducted promptly regardless of whether the Navy vehicle is considered at fault.

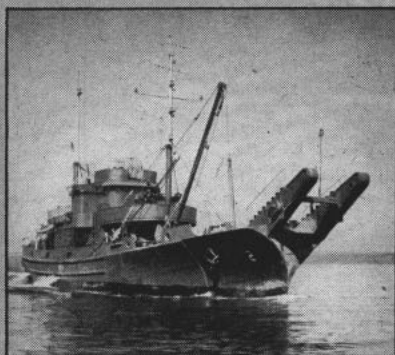
- Names and addresses of parties and disinterested witnesses shall be obtained immediately and written statements of witnesses and physical examinations of injured will be promptly obtained if possible.

The Navy's safety record is already better than that of commercial truck fleets participating in the National Fleet Safety Contest, but further improvement is desired to preserve naval appropriations for their intended use of guaranteeing national security.

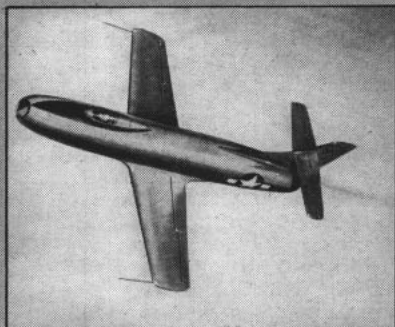
QUIZ AWEIGH

Allow a point for each correct answer and check your score.

- | | |
|--------|------------|
| 6..... | Super salt |
| 5..... | Old Salt |
| 4..... | Young Salt |
| 3..... | Boat |



1. This odd looking vessel is (a) net layer (b) mine layer (c) mine sweeper.
2. Its displacement tonnage usually is (a) 1125 (b) 560 (c) 770.

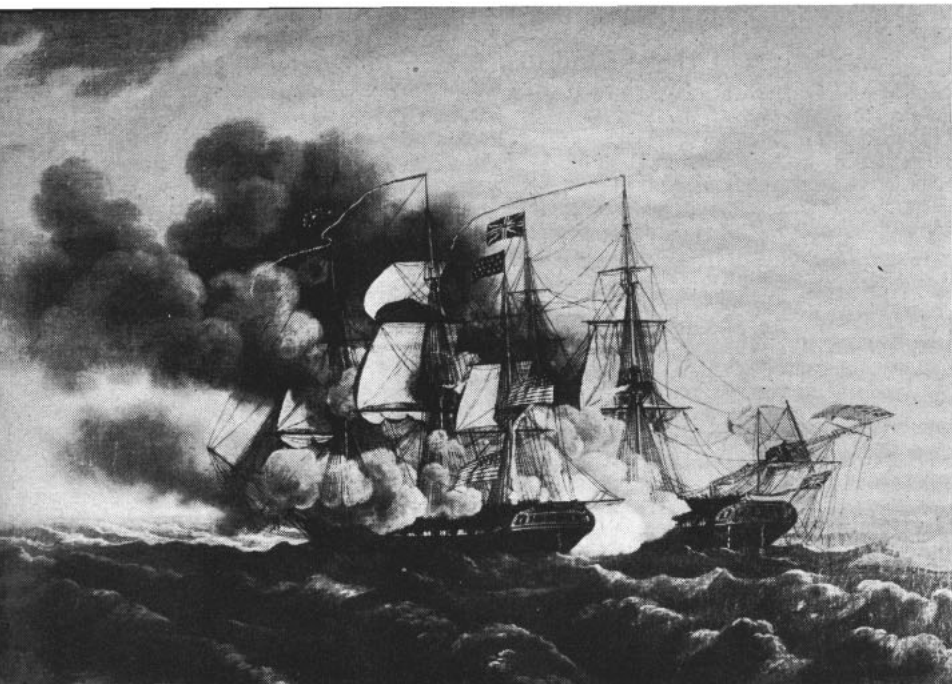


3. This plane is designed for (a) new altitude record (b) Bendix trophy races (c) sonic speed research.
4. Its power plant is (a) all jet (b) jet rocket (c) jet reciprocating.

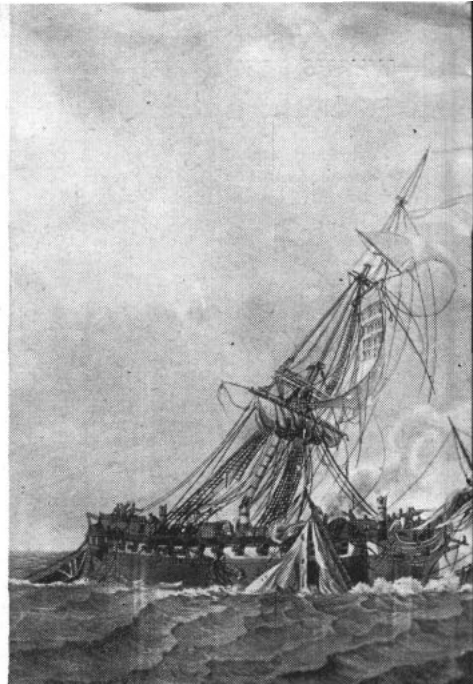


5. This is called a (a) marlinspike (b) fid (c) belaying pin.
6. It is used for (a) shortening a spring line (b) reefing a line (c) splicing a line.

ANSWERS TO QUIZ ON PAGE 61



BROADSIDES from the *Constitution* blasted the myth of British sea supremacy in famous single-ship engagement with *Guerrière*. Here are three stages of battle.



GUERRIERE became a wreck in a few minutes of battle. Seamanship and devastat-

IRON MAN—IRON SHIP

THE CAREER of Isaac Hull and the saga of the frigate *Constitution* are completely inseparable. Just as Virgil sang of "arms and the man," the chronicler of Hull and "Old Ironsides" must serenade the ship and the man.

As early as 1799, when Hull was 26 years old and the *Constitution* only two, they burst upon the maritime scene an incomparable pair. Hull was first lieutenant of the frigate, flagship of the San Domingo Squadron, and cruising in semi-blockade of French West Indies ports.

Squadron Commodore Silas Talbot met and exchanged amenities with the skipper of a British frigate, who thought his ship could beat the *Constitution* on the wind. When the Britisher backed his opinion with a cask of Madeira, the Commodore was interested and turned the *Constitution* over to Hull for an all-day race.

Starting at dawn, the *Constitution* beat to windward on short tacks. Hull kept the crew topside all day, sailing Old Ironsides for all she was worth.

At sunset, according to James Fenimore Cooper, the Britisher "was precisely hull down, dead to leeward . . . The manner in which the *Constitution* beat her competitor out of the wind was not the least striking feature of this trial, and it must in great degree be ascribed to Hull, whose dexterity in handling a craft under her canvas was ever remarkable. In this particular he was perhaps one of the most skillful seamen of his time."

A year later Hull further demonstrated that he was, as Admiral David G. Farragut said, "as able a seaman as ever sailed a ship." The *Constitution* found the French letter-of-marque *Sandwich* in Porto Plata, where she

nestled snugly under shore batteries and commanded the harbor entrance with her own six cannon. Old Ironsides drew too much water, so Hull boldly sailed the sloop *Sally* with 90 sailors and marines into the place in broad daylight.

The marines landed and seized the shore defenses, while Hull and the seamen boarded and captured the privateer without loss of a man. At noon the *Sandwich* lay at anchor, bereft of canvas, all her rigging stowed below. By sunset Hull had her completely rigged and ready to sail with the first favorable breeze.

Isaac Hull was born 9 Mar 1773 near Derby, Conn., and went to sea as a cabin boy at 14. He was 16 when he saved the captain's life in a shipwreck. By the time Hull reached his majority he already commanded a ship. On his 25th birthday Hull was commissioned a lieutenant in the U. S. Navy, and ordered to the *Constitution* for duty.

The *Constitution* was launched on 21 Oct 1797 at Boston. Capt. Samuel Nicholson and Commodore Talbot commanded her in the quasi-war with France. It was during these hostilities that Hull and the *Constitution* raced to victory and accomplished the cutting-out expedition at Porto Plata.

Hull subsequently served as first lieutenant on the *Adams* and com-

manded the schooner *Enterprise* and the brig *Argus*. On 18 May 1804, while skipper of the *Argus*, he was promoted to master commandant. In the *Argus* he helped William Eaton and Pressly O'Bannon by shelling Derne, Tripoli (ALL HANDS, p. 16, December 1946). raised to Captain 23 Apr 1806, Hull gained command of the *Chesapeake* in 1809.

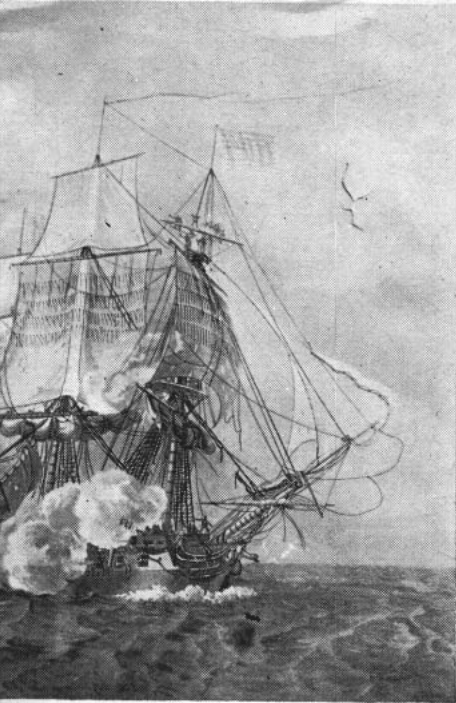
Dismantled, the *Constitution* lay at Boston Navy Yard from March 1801 to August 1803, when she sailed under command of Commodore Edward Preble to become flagship of the Mediterranean Squadron. While still on that station, she was commanded in turn by Stephen Decatur, John Rodgers and Hugh G. Campbell. Ordered back to the States in 1807, Old Ironsides idled in New York for two years.

The year 1810 found Hull in command of the frigate *President*. John Rodgers again commanded the *Constitution*, but he thought the *President* a faster ship and, being Hull's senior, arranged a swap. They accomplished this on 17 June 1810, not only exchanging ships but moving officers and crew with them.

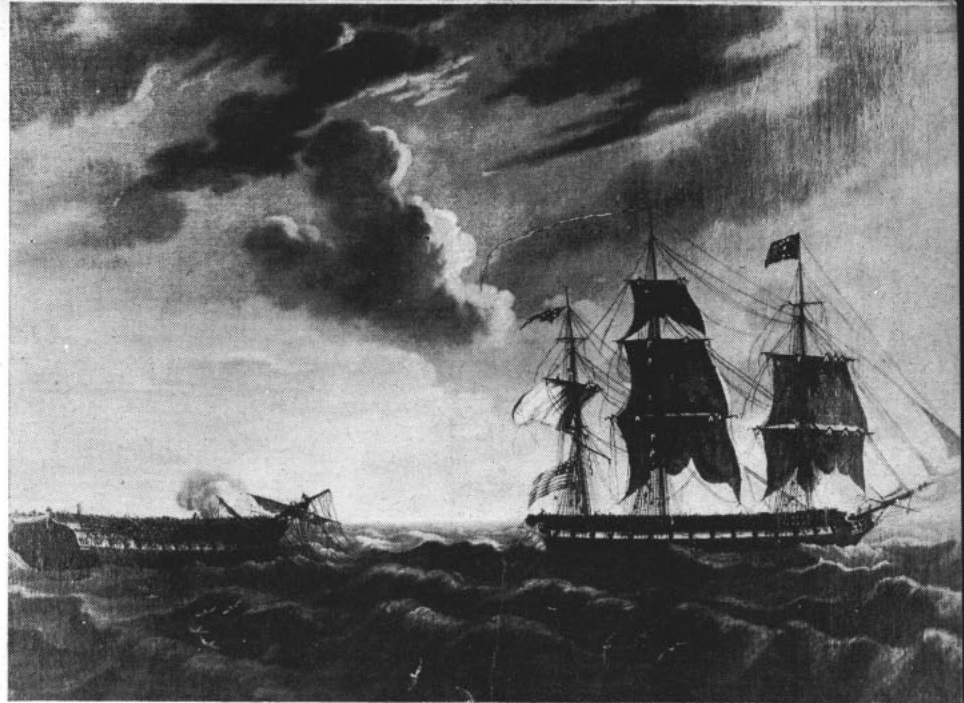
Despite the astuteness of his trade, Hull was no narrow-eyed sharper but a "plain, bluff, and hearty" man of the sea. Those who knew him described Hull as the "old sea-dog" type, whose rough exterior concealed a gentle heart and augmented an occasional burst of temper.

Old Ironsides looked her part as much as the captain. Her length over all was 204 feet and her breadth of beam was 43.6 feet. She drew 23 feet aft in best sailing trim and displaced 2,200 tons. In ship-builder's parlance the *Constitution* was of tumble-home

**Single-Ship Engagements
Were Illustrious Fights of
American Naval History
—Here's the Chronicle of
One of Our Most Famous**



ing gunnery were responsible for victory. Note difference in *Constitution's* flags.



NOT A STICK standing, the *Guerrière* lies helpless and demasted, rolling gun deck under at every billow. The slightly-damaged *Constitution* rides triumphantly.

frigate construction, having a narrower spar deck than gun deck. Sailing free under topgallant sails, she could log more than 13 knots.

On her gun deck she carried 30 long 24-pounders, on the quarter deck 16 32-pounders, on the forecastle six 32-pounders, one long 18-pounder and two long 24-pounders as bow-chasers.

In the Spring of 1812 the *Constitution* received a thorough-going overhaul in the Navy Yard at Washington, D. C. She was hove down and her coppered sheathing repaired. A new foremast was stepped and the bowsprit replaced. After restowing of the ballast, Old Ironsides went to sea a faster frigate than she had ever been in all the years before.

In spite of the winning race in 1799 she was regarded as a "very dull sailer," and would shortly require all the speed she could make.

With orders to join Commodore Rodgers at New York, Hull stood down the Potomac River on 18 June 1812, the day war was declared on England. "The Crew manifested their Joy and Zeal by giving three Cheers," according to one observer. Less than a month later they ran afoul of enough British to satisfy the most warlike.

Beating along the Jersey shore about 1400 of 17 July, Hull discerned four vessels and two hours later made out still another. All of them, like the *Constitution*, struggled in light and baffling airs. At 2200 Hull made the night recognition signal. When an hour later he had received no answer, Hull presumed all five ships to be British and sagely decided to get the hell out of there.

He made all possible sail to southeast, not in blind flight but in an effort to draw one frigate away from the rest of the squadron for a fight. She was the *Guerrière*. The others in her company were the ship-of-the-line *Africa*, the frigates *Shannon*, *Belvidera* and *Eolus*.

They also had with them the American brig *Nautilus*, a recent capture.

At dawn, with identity unmistakable, the *Constitution* began a three-day flight whose hopelessness Hull overcame with superb seamanship. Early in the chase he pumped out 2,300 gallons of fresh water, lightening ship, and wet down the sails so that they would catch every puff of breeze. With her stern-chasers, the *Constitution* answered a few British shots.

The British put all their boats in the water and took the *Shannon* in tow. She gained on the becalmed *Constitution*, but a sudden whiff of wind saved her. Then, with the British coming on again, Hull's first lieutenant, Charles

Morris, suggested kedging. The Yanks affixed a half-mile of line to a light anchor, loaded it in a small boat and dropped it in 25 fathoms of water far ahead of the ship. Willing hands heaved 'round on the line and Old Ironsides, logging a sweaty three knots, again pulled ahead.

By the time the British caught on and resorted to the same trick, Hull had fashioned a respectable lead. All day and night, whenever the breeze died away, they returned to the kedged anchor and kept themselves out of British hands. Not an officer or man turned in. The watch "below" slept on deck and the guns remained ready.

The next day, 19 July, was Sunday and considerably fresher. Once during the forenoon, with the *Shannon* close astern, Hull tacked within gunshot of the *Eolus*—but she stayed silent. At 1400 on the freshening wind the *Constitution* logged 12½ knots, pulling steadily away from her pursuers.

A rain squall, catching the British with sails furled, gave Hull the chance he needed. He had the crew standing by to hoist in his boats and make sail when the squall burst on them at 1800. Old Ironsides spurted far ahead on that brief blow, and at daybreak the British were so far in the ruck that they gave up in despair.

With the enemy hull down to leeward, only the taller sail peeping over the horizon, the crew of the *Constitution* took their first real rest in more than 60 hours. Hull reached Boston in safety on 26 July.

The following notice, which Hull posted at the Exchange Coffee-House, hints of Boston's pleasure at his escape and gives a clue to the man's generous character:

"Captain Hull, finding his friends in Boston are correctly informed of his situation when chased by the British squadron off New York, and that they are good enough to give him more



ISAAC HULL'S heroic career and the saga of the *Constitution* are inseparable. They made each other great.



OLD IRONSIDES—Lashing through the sea with canvas flaring, the young United States' most famous ship is shown in full glory in this painting of an early day.

credit by escaping them than he ought to claim, takes this opportunity of requesting them to make a transfer of a great part of their good wishes to Lt. Morris, and the other brave officers, and the crew under his command, for their very great exertions and prompt attention to orders while the enemy were in chase. Captain Hull has great pleasure in saying, that notwithstanding the length of the chase, and the officers and crew being deprived of sleep, and allowed but little refreshment during the time, not a murmur was heard to escape them."

He was back at sea again in early August, leaving Boston without waiting for orders. Just before 1400 on the 19th, cruising south from the Grand Banks toward Bermuda, he sighted a British frigate about 750 miles east of Boston. She was the *Guerrière*, one of the ships which unsuccessfully pursued the *Constitution* a month earlier. Detached from the squadron, the *Guerrière* was alone and made to order for Capt. Hull.

Capt. Dacres in the *Guerrière* was confident. "There is a Yankee frigate; in 45 minutes she is certainly ours. Take her in 15 and I promise you four months' pay." He backed his mainsail and waited for the *Constitution* to come up.

Capt. Hull, just as eager for battle,

approached rapidly but with caution, yawing from one heading to another so that the *Guerrière* could not rake him. At 1700, while two miles away, Hull readied ship for action and beat to quarters. Five minutes later the *Guerrière* opened with a starboard broadside, then wore around to fire her port broadside. Two shots took effect.

Still maneuvering to avoid raking fire from the British, Hull replied with his bow guns. For 45 minutes, like prize fighters sparring for an opening, Hull and Dacres warily fought their frigates. The American captain repeatedly warned his gunners: "Not yet."

It was nearly 1800 when Hull wearied of this dallying. He came about and sailed directly for the foe, who now steered a course parallel to the *Con-*

stitution. Hull quickly overhauled the *Guerrière* and at half-pistol range—with a bellow that "split his breeches from waistband to buckle"—gave the word.

"Now, boys; pour it into them!"

At five minutes past the hour they complied. Broadside after crashing broadside shattered the *Guerrière* aloft and a-low. For 15 of the longest minutes in American naval history Hull directed a fire that put 30 shots in the *Guerrière* below the water line. The British served their guns in feverish haste, getting away four broadsides to the *Constitution's* three, but the American gunnery was deliberate and devastatingly effective.

A carronade blast carried away the *Guerrière* mizzen-mast. "Damn it, Jack—we've made a brig of her!" a *Constitution* sailor shouted.

Hull swept 200 yards beyond the *Guerrière*, continuing the cannonading, and swung across the Britisher's bow. Two murderous broadsides raked the *Guerrière's* deck. The frigates crashed together.

Musketry crackled and the *Guerrière* heaved helplessly to the surge of the sea. Her bowsprit tangled with the *Constitution's* lee mizzen shrouds. A British shot riddled the *Constitution's* cabin and set it blazing; the flames were quickly extinguished.

Boarding parties assembled and Lt. Morris, conspicuous on a taff-rail perch, tried to pass a lashing around the *Guerrière's* bowsprit. He toppled to the deck with a bullet wound in the body. Then Old Ironsides wrenched away from the *Guerrière's* dying embrace before boarders could swarm over the bulwarks.

Hull stood off a few ship's lengths and examined the enemy with satisfaction. She was an unmanageable, total wreck, rolling gun deck under at every billow. When her foremast and mainmast tumbled over the side, not a stick was standing.

After reeving new braces and scanning the *Constitution* for damage, Hull moved in again at 1900, ready to resume the fight. Capt. Dacres lowered the Union Jack from a stump of mizzen mast.

In the 30 minutes after loosing his first broadside, Hull had blasted the myth of British supremacy on the seas. An officer sent to inspect the *Guerrière* and bring off her captain found the spar deck a horrible spectacle. Masts and yards draped over the side in a welter of rigging, broken bodies sagged crazily over dismounted guns, the hull was in sinking condition.

The *Constitution*, beside that shattered craft, looked fresh from the ways. Her masts and yards caught a few shots and some of the rigging was missing, but the hull suffered hardly at all. Her famous nickname, Old Ironsides, probably arose from this battle. When a shot bounced harmlessly off her hull, legend has it, a seaman shouted, "Huzza, her sides are made of iron!"

Of the *Constitution's* crew of 468 only seven were killed and seven more

THE LINE SCORE

	Constitution	Guerrière
Guns	55	49
Weight of Metal	*736	570
Crew	468	263
Killed	7	15
Wounded	7	63

* Deducting 7 per cent from American broadside because U.S. shot was lighter than British of the same size.

wounded. On the *Guerrière*, which carried a crew of 263, 15 died and 63 were injured.

Hull made an attempt to tow the hulk into port, but found it impossible. Removing all prisoners, he gave orders to burn her. It was done the following afternoon. Hull immediately got under way for Boston.

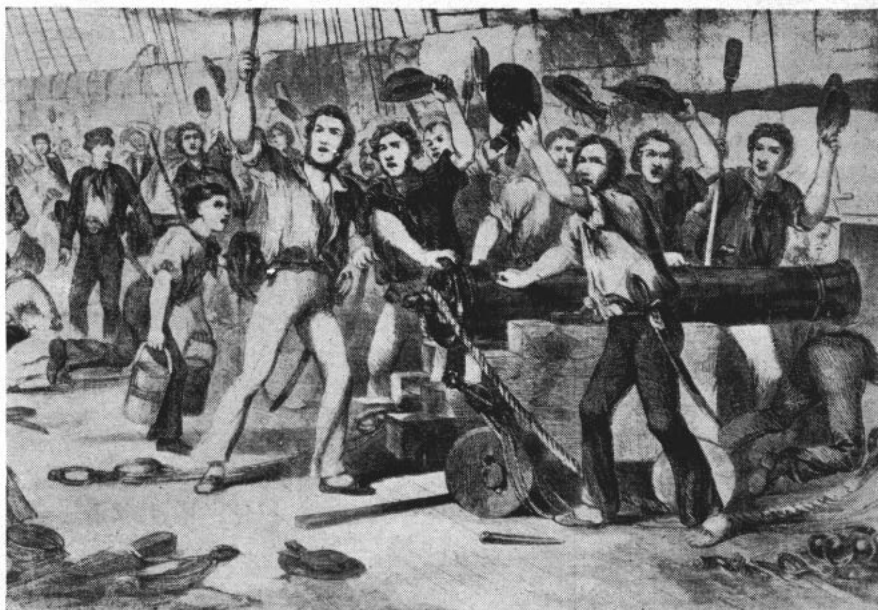
He arrived on 30 August and found an enthusiastic city awaiting him. The place had been excited after his escape from the British squadron, but this time Boston exploded like a studio audience. On 5 September the city feted Hull and his officers with a banquet at Faneuil Hall.

The rest of the country was just as delighted and Congress proved it by voting the new hero a gold medal commemorating the triumph. Congress also appropriated \$50,000 to compensate the crew for prize money lost when the *Guerrière* was destroyed.

Here Hull and Old Ironsides parted company. She sailed under command of Commodore William Bainbridge to more glory, conquering the British frigate *Java* in December. Hull replaced Bainbridge as commandant of the Boston Navy Yard.

Apparently it was another good swap for Hull—the warlike beauties of Old Ironsides for the more subtle charms of the beach. There is no record that Hull objected to the new assignment especially since the captain's wife, according to Admiral Porter, surpassed "all the beautiful and brilliant women . . . in any country."

Hull later was a member of the Navy Board, before going to sea again in 1824. No hostile ships scoured the U. S. shore lines in 1824, when he sailed in the frigate *United States* to take command of the Pacific Squadron on the west coast of South America.



CREW CHEERS on deck of the *Constitution* at the commencement of the action with the British frigate *Guerrière*, 19 Aug 1812, as portrayed by an artist of the time.

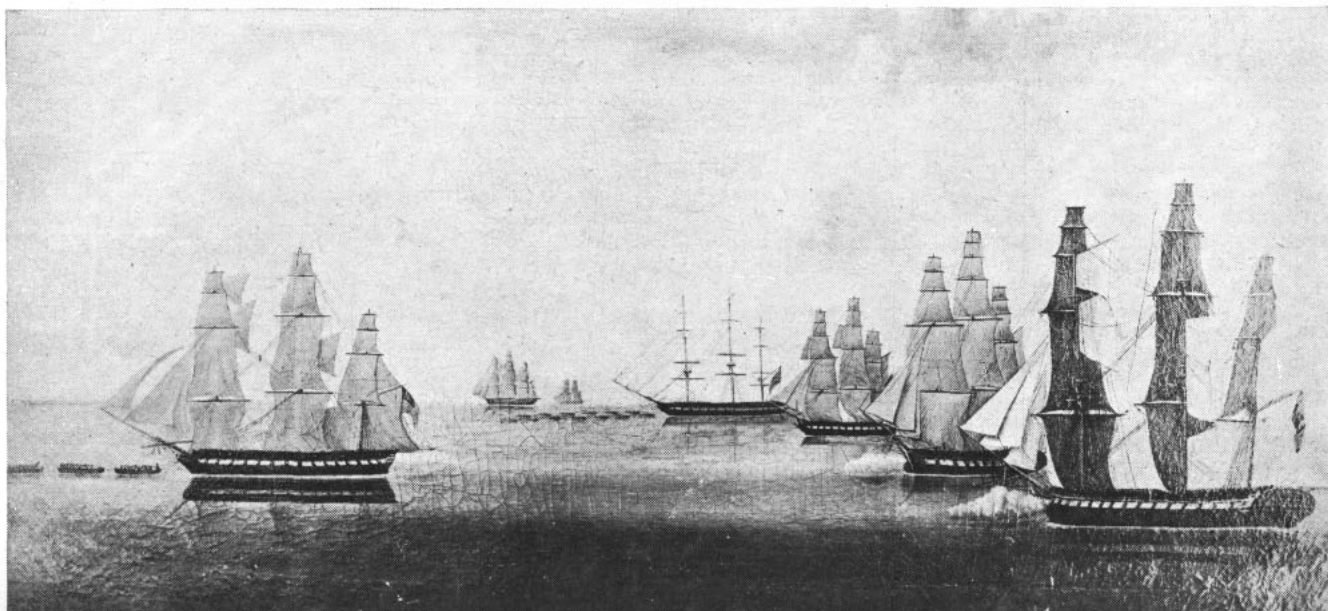
Back in the states again, bearing the honorary title of commodore, Hull commanded Washington Navy Yard for six years, made a vacation tour of Europe and served on the Navy Board of Revision. In 1838 the broad command pennant of Commodore Hull was unfurled another time. It was hoisted in the ship-of-the-line, *uss Ohio*, whose 84 guns were to put more menace into the Mediterranean Squadron.

Hull served two and a half years as commodore of the Mediterranean Squadron, administering the peacetime activities of that command from the *Ohio*. Then, his health broken after long years in his country's

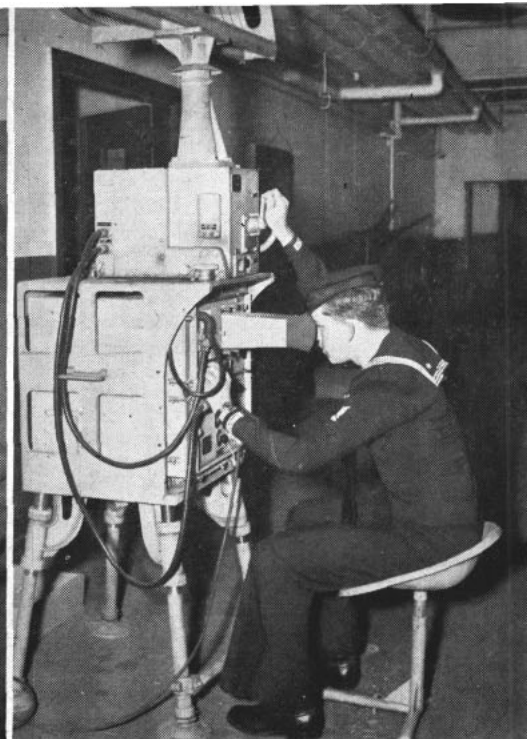
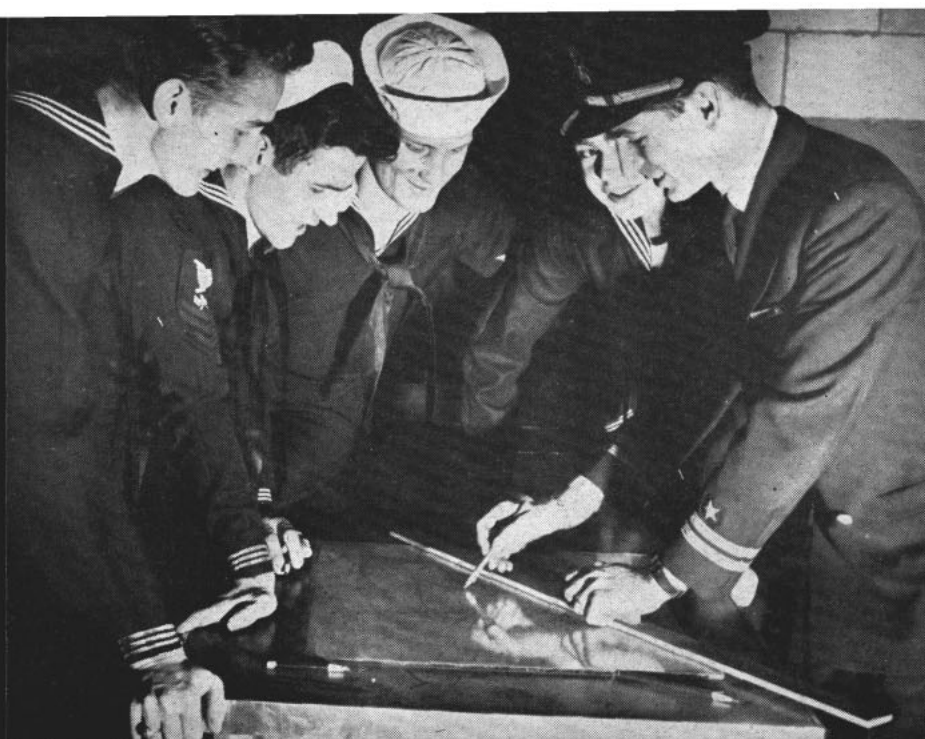
service, the commodore returned to the U. S.

For the short remainder of his life he settled in Philadelphia, where he had recently purchased a home. He died there on 13 Feb 1843, not quite 70 years old, and now lies in Laurel Hill Cemetery at Philadelphia.

Thus, with superb seamanship and devastating gunnery, did an "Iron Man" and an "Iron Ship" link themselves in the annals of American naval actions. Their story tells of the blasting of the myth of British supremacy on the high seas, of a famous single-ship engagement which marked a bright new page in the history of a young country.



CONSTITUTION'S closest escape, when Hull's superb seamanship and the tremendous efforts of her seamen saved her from British fleet, is shown here. The crew labored without sleep for 60 hours, kedging ship away from British fire and boarders.



RESERVISTS in Chicago (left) and in Wilmington, Del. (right), practice Navy skills during training in their armories.

RESERVOIRS OF SECURITY

DON'T BE surprised to see the streets of a small Midwestern city blossom with Navy blue uniforms about 1900 two or three nights a week where there were only overalls, calico dresses, and business suits a few minutes before. The war is over and the city may be hundreds of miles from navigable water, but now the town has its own Navy, a Navy that is kept in seagoing trim by regular weekly drills at the local Naval Reserve armory.

The armories—present plans call for a total of 287—are the training centers for thousands of war veterans and newly eligible non-veterans participating in the Navy's program for building a highly skilled and forceful Reserve. The armories will be located in 280 cities throughout the nation.

All Naval Reserve activities in the area of an armory will be concentrated in the armory building. The armories will house equipment for training the Organized Surface and Submarine components of the Reserve and also various Volunteer Reserve units. In addition, the armories will serve as headquarters for various special Reserve programs, such as the Volunteer Electronic Warfare companies, and the Seabee, Supply Corps and Ordnance Reserves.

Every state will have at least one armory and the more populated states will have many. Three armories will be located in the Hawaiian Islands and one in the District of Columbia. Breakdown of number of armories assigned to continental naval districts is as follows: 1st, 21; 3rd, 28; 4th, 20; 5th, 12; 6th, 15; 7th, 6; 8th, 48; 9th, 84; 11th, 14; 12th, 14; and 13th, 11.

Many of the armories are going concerns already. Buildings for others have been acquired but alterations are necessary. Temporary armories are planned for still other locations, but the construction program is just getting underway.

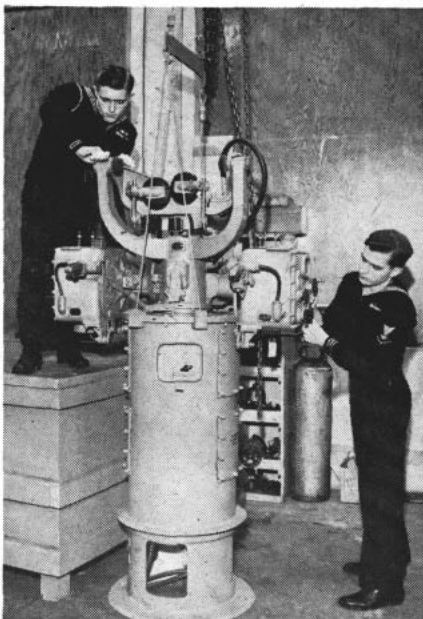
In large metropolitan areas where several organized divisions are being established, the Navy made every effort to obtain the use of a building that

would provide suitable training quarters for a large number of men. As of 1 February, 121 buildings had been secured. Wherever possible, buildings already held by the Navy were pressed into service for the vital Reserve. All but a dozen buildings secured are owned or leased by the Navy or by the federal, state or local government.

Armories are being established with an eye to economy and the critical shortage of building materials. Existing buildings and surplus materials are being used wherever possible. Most furnishings, including desks, tables, and chairs in all armories are from the Navy's stockpile of excess war material.

Sites for 115 of the 150 planned temporary armories had been secured as of 1 February. Generally these armories will provide a minimum of 15,000 square feet of floor space. All but a few of the sites for temporary armories have been acquired from federal, state or local government.

Many locations on navigable water will have surface craft and submarines to supplement the armories as training facilities. A total of 172 vessels have been designated for assignment to 114 cities. Seventy-six ships are now on station and 122 are in the districts to which they have been assigned. Most of the vessels are scrappy "little" ships of the types that held the valorous picket line at Okinawa and a great many of the ships actually participated in that battle. Other vessels are veteran amphibious craft, many with distinguished war records in shuttling troops and equipment for the



GUN DIRECTOR for 3-inch 50 caliber is installed in the Cleveland armory by Reservists as a part of their training.

European and Pacific invasions.

USS *Johnnie Hutchins* (DE 360) is now in the 13th ND and has been assigned to the Reserve activity at Gray's Harbor, Wash. The DE, appropriately enough, is named for a Reservist, heroic John D. Hutchins, S1, USNR, who won the Congressional Medal of Honor during the invasion of Lae, New Guinea. The spunky DE fought a surface engagement with a pack of Jap submarines just five days before the Nips capitulated and was credited with sinking one by gunfire and probably sinking another with a depth charge attack.

As a part of the Reserve training program, the ship continues to serve as a guardian of American defense. Six additional ships are assigned to the 13th ND. On the West Coast, there are seven ships allocated to the 12th ND and six to the 11th.

Largest number of vessels assigned to any district—36—will see duty with the Reserve units of the 9th ND. Thirty vessels will supplement shore training in the 8th ND and 28 have been designated for use of Reservists in the 3rd ND.

Reservists in the 1st ND will have 18 ships with which to keep their hand in, nautically speaking, and 6th ND Reservists will have 16. Eleven ships will report to the 4th ND, four to the 6th ND, and six to the 7th.

In addition to submarines and DEs, the types of craft assigned to the post-war Reserve include DDs, PCs, PCEs, PGMs, YMSs, LSTs, LCIs, and SCs. Eighteen submarines will serve as permanently moored armories for submarine divisions, but many of the surface craft will be in operating condition and will be used to give Reservists practical underway training.

Several weekend cruises have been made by PC 822 from her home port of West Palm Beach, Fla., for example, and the cruises have stimulated recruiting and have helped publicize the Reserve program among local citizens. Vessels assigned to river ports and the Great Lakes cities have also been quite active in making short cruises that keep up the interest of Reservists in skills of the seagoing Navy.

For their annual 14-day training, some Reservists have had duty manning ships under way from the base of overhaul to the permanent station. Reservists who were to be given duty as shipkeepers when the ships arrived at the assigned stations brought eight vessels from New York up the east coast, down the St. Lawrence and on to the 3rd ND cities on Lakes Ontario and Erie.

Shipkeepers are Reservists on full time active duty for maintaining ships assigned for Reserve training. Other Reservists on full time active duty provide a nucleus for keeping up equipment in armories.

The training equipment that is allotted to each armory depends upon the rating groups to be trained in that armory. The armory in Sioux Falls, S. D., probably will have an allowance of electronics gear and a machine



DES MOINES Reservists examine armory lathe. Equipment allowances for Reserve armories depend upon rating groups being trained in the area.

shop, since that activity is charged with the training of 25 RMs, 50 ETMs, 50 SoMs, 45 SFs, and 25 Ms, while the Ft. Wayne, Ind., armory will undoubtedly receive an allowance of ordnance equipment and machine shop tools as well as electronics gear, since its quota of rating groups to be trained includes GMs, RMs, MMs, MoMs, and other ratings.

The number of men of each rating to be trained in the overall Reserve program was determined by the total mobilization requirements of the Navy. To bring the Navy to fighting strength, it was found that a certain number of ship's cooks, yeomen, radar men, electricians, etc., would be

needed to man the ships of the Fleet and the shore stations. A quota of the necessary total was assigned to each Reserve armory, depending on the general industrial pursuit of the region in which the armory is located and depending on the facilities available.

Heaviest burden of training Reservists in ratings of mechanical skill was given armories located in areas where men earn their livings in mechanical work. In this way, the civilian occupational skills of Reserve personnel are utilized to the fullest and developed along channels that will be most beneficial to the Navy and the nation in time of emergency.

Another guiding principle in the assignment of rating groups to armories was the facilities of the armories. The Naval Reserve activities in Baltimore were fortunate enough to acquire a building that had been used during the war as a Coast Guard training center. The building offered excellent opportunities to train men in the commissary branch.

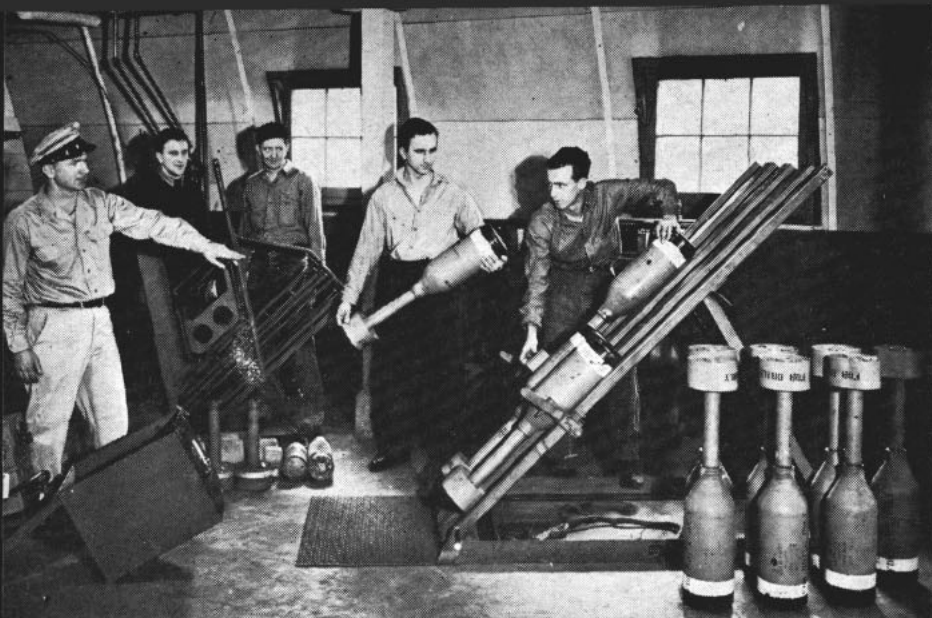
The Reserve is being set up to provide many of the electronics specialists that would be required in event of war. Almost all armories will have electronic warfare training, and many will have their own electronics laboratories. The labs, including classrooms and shops, are being established at armories all over the nation. The Jacksonville, Fla., armory has a lab completely outfitted and operating.

Communications is also considered of vital importance and each armory will have its own radio station. The stations will make a nationwide radio network available to supplement the radio facilities of the regular Navy and to provide a means of rapid communication should regular Navy stations be knocked out.

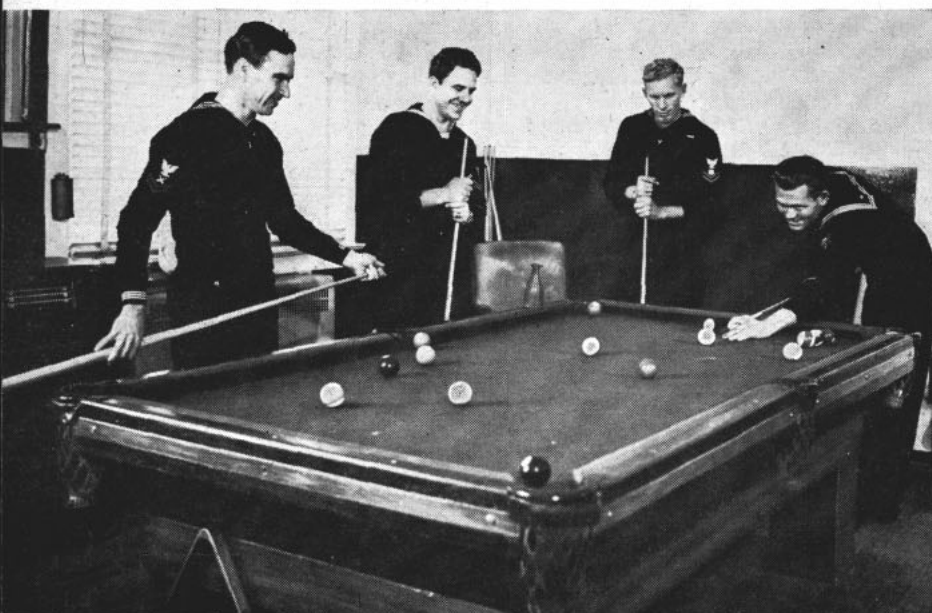
First special amateur radio call sign for Reserve use is W7USN and was assigned to the armory at Seattle,



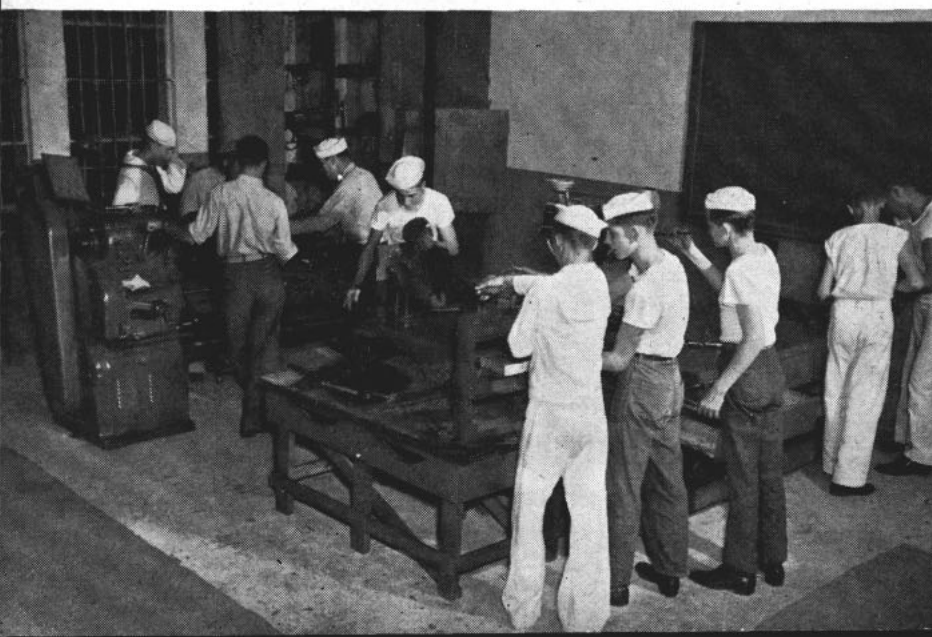
CARPENTER'S shop, one of Galveston's training activities, has proved useful in making alterations in building.



QUICK, SAFE operation of the MK20 rocket launcher requires almost constant drill. Reservists in Joliet, Illinois (above), practice under CPO's directions.



FUN AND WORK are part of the Reserve program. Men enjoy a game of pool in Galveston (above) and work in machine shop in Orlando, Fla. (below).



Wash. Com3 has reported the activation of the 3rd naval district's master control station, NDB, that will regulate testing and operational communications drills within the district.

Equipment furnished to armories will be according to the rating groups being trained. For the present most of the gear will be war surplus. However, as new equipment is developed for ships of the Fleet present plans call for procurement of additional units to be provided for armories so that the Naval Reserve will have modern equipment. Twenty-five selected armories are slated to receive "attack teachers," the devices which were highly effective during the war in anti-submarine training.

In an armory, a recruit can start as an apprentice seaman and advance in rating in any one of the rating groups assigned to the armory. He may, for example, elect to strike for gunner's mate. To guide the trainee and his instructors, BuPers has issued a curriculum for gunnery as for all other ratings.

The gunnery striker is first placed in the class "P" curriculum. This is a basic course and prepares the Reservist generally for the ratings of gunner's mate, fire controlman or torpedoman. It is based on 96 sessions, with two sessions being conducted at each weekly drill meeting.

At the completion of a class "P" curriculum, the trainee goes into the class "A" curriculum which takes him through lessons in the skills necessary for a gunner's mate third. The class "A" curriculum consists of 160 sessions. For advancement above third class, the Reservist pursues the class "B" curriculum, requiring 240 sessions to complete.

Instructors guide students through the curricula using training facilities provided by the armories. They clarify their lectures with graphic charts and training aids. Demonstrations and practical work on armory equipment give the Reservist the "feel" of the subject. In addition all armories will have publication and film libraries.

A set of training films is being shipped to 50 selected armories at present. The films are from the Navy's stockpile of excess films. Additional armories will receive sets of films as more become available. However a standard allowance of films is not planned for all armories since the requirements vary according to the rating groups being trained.

A word that crops up again and again in relation to Reserve armories is training. This training is not of the marching and manual-of-arms variety, but training in skills necessary for effective manning of ships of the Fleet in a possible war of the future. The reason for the armories is to provide facilities for the training. The Reserve blue print has been drawn, and in city after city—in El Paso and Fall River, in Tacoma and Atlanta, in Duluth and Baton Rouge, and indeed, in 274 other cities—the system of post-war Naval Reserve armories is rapidly coming into being.

NOW YOU GUYS who fought the war can read about the battles you fought in—or some of them—and find out how they fitted in the “big picture.” You may be surprised to learn that the battle which you thought must be deciding the destinies of nations gets only a few pages in the history of the war, but you will also learn the importance of each battle, large and small.

This month, ship and station libraries will receive three volumes on the war. They range from official to quasi-official accounts of the great conflict.

In spite of the belief held by some that “war books” are unpopular, these books should be well received by those who took part in the fighting they describe.

North African Strike

● **“Operations in North African Waters,”** by Samuel Eliot Morison; Little, Brown.

This is the story of the African invasion, the first great strike against the European enemy. Its publication marks the first appearance of the series titled “History of United States Naval Operations in World War II,” a set which is expected to run to 12 or 14 volumes—each on a different phase of the war.

Samuel E. Morison, one of America's distinguished historians, was commissioned in the Naval Reserve early in 1942 for the express purpose of writing a complete history of the war's naval operations. He did not believe in writing history while looking at it from the outside while it was being made. He and his staff not only visited the theaters of war but also participated in many operations.

This book covers the naval aspects of “Operation TORCH.” Capt. Morison was on board the USS *Brooklyn* during this operation and his eye-witness account is supplemented both by official reports and by oral reports from numerous officers and men on other ships.

This is not an “official” history, as SecNav Forrestal states in the foreword, but “the Navy Department has done everything possible to enable

BOOKS: BIG BATTLES OF THE WAR DESCRIBED IN THREE BOOKS

him to make his research exhaustive and to afford him firsthand impressions.”

In writing of events such as are chronicled here, a historian is open to criticisms and corrections and Capt. Morison believes he is no exception. Readers of the volume, particularly those who took part in the operation, are urged to send in suggestions or additional information.

Many should find “North African Waters” fascinating and full of the stuff which brings back memories. It is guaranteed to make them realize more than ever that it was planning plus the breaks that made that first great invasion successful. Since it succeeded, Capt. Morison believes the invasion was “fundamentally sound and wise” but the influence of luck in naval warfare cannot be overlooked.

“Twelve inches difference in the course of a torpedo, a few yards deflection in the fall of a salvo, may make the difference between victory and defeat,” he says.

Largest Sea Battle

● **“The Battle for Leyte Gulf,”** by C. Vann Woodward; Macmillan.

One naval battle, which the author describes as the greatest of World War II and the largest engagement ever fought on the high seas, is the subject of this book. The battle was first known as the Second Battle of the Philippine Sea and consisted of four actions—each a thrust against the three-pronged assault of the Japanese fleet. The actions were: the Battle of Sibuyan Sea, the Battle of Surigao Strait, the Battle of Cape Engano, and the Battle of Samar.

For the Japanese, the whole operation was their supreme and final naval effort of the war and they threw into it everything they had, including the suicidal Kamikaze Corps.

In his introduction, the author ex-

plains that his book is not to be regarded as definitive, but its value lies in the fact that for the first time the important features of the Japanese side of the story can be filled in, and at the same time the American account can be rounded out, freed from wartime restrictions.

Since the close of the war, investigations made in Japan have brought to light much technical information and have cleared up many mysteries surrounding the Japanese fleet. In striking at our beachhead in the Philippines, we know now that they were guided by a master plan prepared in Tokyo several months before our forces had returned to the Islands.

Reports from the Top

● **“War Reports,”** by General Marshall, General Arnold and Admiral King; J. B. Lippincott.

One more addition to the rapidly-growing library of books on World War II is this collection of the official reports of the leaders of our military and naval forces.

There were three of these reports from each officer between 1 July 1939 and 8 Dec 1945 and the complete texts of all nine documents have been assembled in this new format. Taken together they represent a “record of fundamental historical value and unusual contemporary interest,” to quote from the short foreword written by Walter Millis. It is inevitable, of course, that the accounts overlap somewhat. For security reasons, also, the leaders did not tell all they knew.

The book opens with General Marshall's story of the raising and training of our new armies prior to Pearl Harbor and closes with Admiral King's annual report summarizing the great and overwhelming naval victory in the Pacific. General Arnold's accounts of the air wing are often supplementary to the Marshall series.

The book also reveals the great responsibilities which rested on these three for the military conduct of our country's part in the war. With Fleet Admiral William D. Leahy, they made up the joint chiefs of staff, the directing head of all American military forces. These four were also the American half of the combined chiefs of staff, in which they worked with the British in advising the President and Prime Minister, and in welding the armies, navies and air forces of the two powers into an integrated fighting force.

In addition to the foreword, Mr. Millis has written a brief introduction to each of the reports. The book also has reference value not only because of the documents themselves, but also for the valuable chronology and the personnel lists, maps, charts and other information on the war.

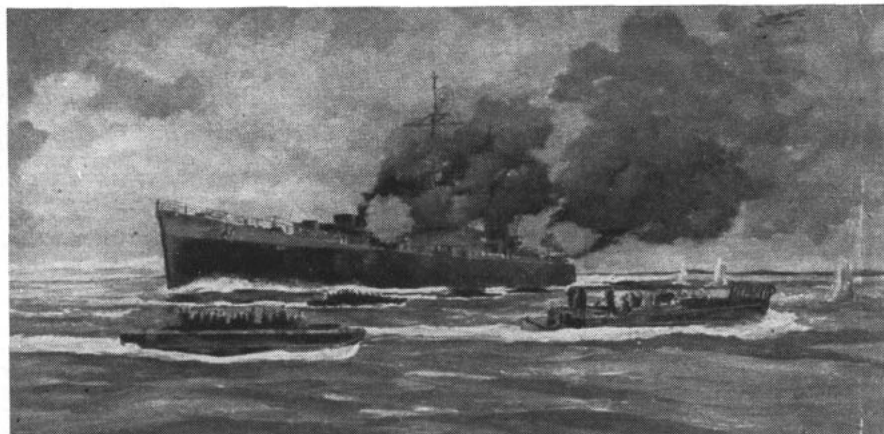


ILLUSTRATION is from ‘Operations in North African Waters,’ first published volume of a projected 14-volume series on the part Navy played in World War II.

LETTERS TO THE EDITOR

Changing Rates

SIR: I am a TM2, of which I understand there is an over complement in the Navy. Before entering the Navy I was an amateur photographer. I have heard that the Navy is in need of photographers. (1) Could I go to a photography school and (2) have my rate changed to PHOM?—J. A. M., TM2, USN.

• (1) Requests for assignment to the Naval Photography School may be submitted to the Chief of Naval Personnel via channels. (2) Successful graduates of the school may be recommended by their COs for change in rating to PHOM. Changes are authorized by BuPers dependent upon the actual or anticipated need for the rating at the time such requests are submitted.—Ed.

Transfers to Seabees

SIR: I served with the Seabees during the war and now I would like to know if it is possible for me to transfer to that branch again. I am a coxswain in the regular Navy.—A. E. M., Cox., USN.

• Yes. General service personnel of the regular Navy who desire training for duty with construction battalions and an ultimate change to a Seabee rating within the same pay grade they now hold may submit requests to the Chief of Naval Personnel via channels. Each request will be considered on its individual merits and requirements of the service.—Ed.

Watchmakers' School

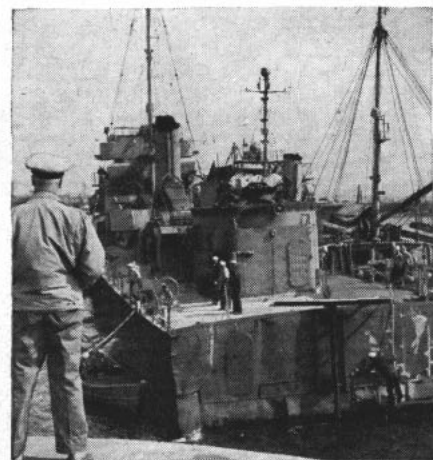
SIR: Is there a Navy training school for watchmakers?—H. J. R., ACMM, USN.

• Yes. The school, located at Anacostia, D. C., provides about five months' training. Applications for this training may be sent to the Chief of Naval Personnel (Attn: Pers 6361) via channels. Applications will be considered only of men who have had extensive experience in the field, and who can be made available for the training.—Ed.

"Join the Marines"

SIR: Some boot, who signs himself W. R. T., S1, USN (ALL HANDS, January 1947, p. 31), makes a statement that's rather hard for a sailor to take. He suggests the Navy uniform be changed to that of the Marine Corps. Our question is: "Why didn't W. R. T. enlist in the Marines?"—60 USNS.

• For the latest word on the new uniform, see p. 20.—Ed.



USS DONNELL—Her turbo-electric plant provided power for Cherbourg after city's capture.

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes: no private reply will be made.

Dewey's Uniform

SIR: You printed a picture of Admiral George Dewey in ALL HANDS, January 1947, p. 17. I noticed that the star (line insignie) on his sleeve was upside down. I understand that a line officer is denoted by a five-pointed star with a point of the star pointing to the hand, not to the shoulder as in the case of Admiral Dewey's uniform in your picture. Have regulations been changed in regard to this since Dewey's time?—G. G. S., Ens., USN.

• The admiral was out of uniform, ensign. Uniform Regs, past and present, states that one ray of the line officer's star shall point down.—Ed.

Duty in Bermuda

SIR: BuPers Circ. Ltr. 249-46 (NDB, 31 October) classifies Bermuda as overseas shore duty for the purpose of shore duty eligibility. Prior to the publication of the letter Bermuda service was considered overseas service. Can Bermuda service be considered to have been overseas service up to the date of publication of the letter?—W. C. L., CPHM, USN.

• Yes. Service in Bermuda prior to 31 Oct 1946 may be considered overseas service.—Ed.

PUC Advancement Bonus

SIR: How do I put in a claim for the bonus mentioned in Alnav 612-46 (NDB, 15 December) given for the Presidential Unit Citation with star?—R. L. S., CRM, USN.

• The bonus referred to in Alnav 612 is not one of monetary value, but rather a bonus of two points to be used in the multiple computation on form NavPers 624 for advancement in rating to pay grade 1A.—Ed.

Chauncey Was His Ship

SIR: During the war I served on board USS Chauncey (DD 667). Although she didn't make herself famous, she got 10 Jap planes and at least one surface craft. I would like to know where she is now and what her duties are. She was a good ship and I hope she has not been put in some yard to feed the seaweed and barnacles.—J. S., ex-QM1, USNR.

• The Chauncey is at San Diego, out of commission in the Pacific Reserve Fleet.—Ed.

Electric Power by Donnell

SIR: I read once in ALL HANDS that the Donnell, a DE, supplied the city of Cherbourg with electric power. How much power is generated by such a ship?—J. A. N., ex-WT3, USNR.

• USS Donnell (ex-DE 56), after losing her fantail to a German torpedo, was tied up to a Cherbourg dock and provided all power for that city following the Normandy invasion (see ALL HANDS, September 1945, p. 50). The Donnell's was a turbo-electric plant developing 12,000 shaft horsepower. Electric power available at the main propulsion switchboard was about 9,000 kilowatts.—Ed.

Combat Infantry Badge

SIR: (1) Can I wear the Combat Infantryman Badge awarded me while I was in the Army? (2) What are the regulations concerning the wearing of the fourragère on a Navy uniform?—J. F. W., Ens., USN.

• (1) No. (2) The fourragère is a foreign unit citation. First award to a unit entitles individuals to wear it only when serving in the unit. Second award to a unit entitles individuals who were in the unit for both citation periods to wear the fourragère after transfer. Uniform Regs, 1941, allows naval personnel entitled to the fourragère to wear it on the uniform whenever medals, badges or ribbons may be worn. To wear the fourragère, a button should be sewed to the left shoulder of the coat under the collar. According to Uniform Regs, the "left arm will pass through the fourragère and the small loop will engage the button under the collar, with the metal pencil hanging to the front."—Ed.

Abbreviations

SIR: Do rank and rate abbreviations described in the instructions for the new personnel accounting system apply to all official Naval correspondence? For example, which is proper in a letter: LCDR or Lieut. Comdr. for the abbreviation of lieutenant commander?—P. A. A., S1Y, USN.

• LCDR is correct. The abbreviations given in Instructions for the Navy Personnel Accounting System (NavPers 15642, revised March 1946) apply to all official naval correspondence. In addition, all officers shall carry a designator (and all Reserve officers a classifier) which shall follow the officer's name in all correspondence and papers relative to that officer. For example: LCDR James R. JONES, EDO, USN; or, LTJG John S. SMITH, LINE, USN.—Ed.

Filipinos and the GI Bill

SIR: I am a Filipino citizen serving in the regular Navy. Am I entitled to the benefits of the GI Bill of Rights when I get discharged?—G. A., STM2, USN.

• Yes. Being a non-citizen of the U. S. does not affect a serviceman's rights under the GI Bill of Rights, providing he takes up residence in the U. S. and meets the same eligibility qualifications required of U. S. citizens. There are limitations on certain benefits of the Bill for servicemen who take up residence in the Philippines after discharge. For full information contact the nearest Civil Readjustment Officer.—Ed.

Shipmate Brothers

SIR: What is the Navy's present policy of brothers serving on the same ship together? I am now on shore duty but expect to be made available for general detail soon. My brother's ship is attached to the Atlantic Fleet.—A. M. S., Y3, USN.

• With the end of the war the Navy lifted its prohibition against members of the same family serving together aboard the same ship. The directive was BuPers Circ. Ltr. 281-45 (NDB, July-Dec 1945). However, transfers of personnel may not be made under authority of this letter alone. Request for transfer to your brother's ship should be an official letter to the Chief of Naval Personnel, and decision will be made in accordance with current directives concerning transfers, your availability for transfer and vacancy in complement of the command to which you wish transfer.—Ed.

White Buoy Significance

SIR: In ALL HANDS, February 1947, p. 30, you made the statement that a white buoy has no special significance. According to *Buoys in Waters of the United States* printed by the U. S. Coast Guard, white buoys mark anchorages.—L. H., Lt. Comdr., USN.

• You're right. White buoys do mark anchorages. *Bluejackets' Manual* (1946), p. 417, may be corrected accordingly.—Ed.

Aviation Rate Changes

SIR: Rumors speak of changing AFC rates to either AOM or AETM rates. (1) Is this right? (2) If so, when will the change be made?—J. J. S., AFC1, USN.

• (1) Refer to the new postwar enlisted rating structure outlined in BuPers Circ. Ltr. 25-47 (NDB, 31 January) (see also ALL HANDS, March 1947, p. 57). At such time as the transition to the new rating structure is effected, on or about 1 Jan 1948, some AFCs will be changed to aviation electronics technician (AT) and some will be changed to aviation ordnanceman (AO). (2) Instructions regarding the mechanics of the changes of all present ratings to the new ratings will be promulgated by BuPers as soon as details are worked out. Qualifications for advancements in the new rating structure also will be published at that time.—Ed.

Schooling Under GI Bill

SIR: A bunch of us have an argument and I wonder if you could settle it for us. One group claims that under a two-year hitch, the GI Bill of Rights insures 39 months of college, while the other side claims that you are entitled to 36 months. Who's right?—B. S., S1, USN.

• Two years' service (before the official declaration of the war's end) entitles the veteran, if otherwise eligible, to 36 months of schooling under the GI Bill of Rights. It adds up this way: The first 90 days' service entitles him to 12 months' schooling. He rates, in addition, one month of schooling for each month he serves (including the first 90 days), or 24 months' schooling for two years' service. Total: 36 months. In addition, anyone who enlisted between 5 Oct 1945 and 6 Oct 1946 does not have to worry about the end of the war. Under the provisions of a separate law, as far as he is concerned the war does not end until the end of his enlistment, and all of his service will be counted.—Ed.

Legends About the Uniform

SIR: I've heard a lot about tradition being attached to the naval uniform. Can you tell me what (1) the white stripes on the collar and (2) the neckerchief are supposed to stand for?—G. H. L., F1, USN.

• (1) The most popular theory is that the stripes are in commemoration of Admiral Nelson's three great British victories, the Battles of the Baltic, Nile and Trafalgar. But there's more romance than truth in this explanation. History has it that the three stripes were authorized by the British Admiralty in 1857 simply for decorative effect since, prior to that time, enlisted men had been decorating their collars with various types of white designs. The U. S. Navy apparently picked up the idea from the British, authorizing the present stripes and stars in January 1876.

(2) An old navy tradition accredits the black neckerchief as a badge of mourning for Lord Nelson. It is believed, however, that the origin of the neckerchief is more prosaic. In the early days of our Navy seagoing men wore their hair in a braided pigtail down the back of their neck, and to make this pigtail stiff it was customary to soak it with grease or tar. The men wore bandanas to protect their collars. The habit of wearing pigtails disappeared, but the bandanas or neckerchiefs continued.—Ed.

Souvenir Books

• USS Hornet (CV12). Address: Stanley Blumenthal, Box 2268, Hollywood 28, Calif. (this corrects address reported in issue of January 1947). Available to former crew members at \$1 per copy.

• USS Westmoreland (APA 104). Address: District Chaplain's Office, 12th Naval District, 45 Hyde St., San Francisco 2, Calif. Published July 1946, copies now available free to former ship's personnel.

• USS Shangri-La (CV 38). Address: Ship's Secretary, USS Shangri-La (CV 38), c/o FPO, San Francisco, Calif. Price, \$5 per copy; expected publication date, 1 April.

• Composite Squadron 27 (VC 27). Address: Lt. S. T. Bitting, USNR, 602 Greenwood Rd., Glenview, Ill. Now available; \$5 per copy.

• USS Madison (DD 425). Address: Charles M. Cridland, 323 Sherbrook Blvd., Upper Darby, Pa. Copies have been mailed to former crew members for whom addresses were on record; others should submit correct addresses. Additional copies available at \$1.

Navy Floats the Most Ships

SIR: Has the Army, for any one year between 1941 and the end of the war, owned more ships than the Navy? This includes all landing craft, boats and any ships that were leased.—E. K., EM3, USN.

• No.—Ed.

No Furlough Without Pay

SIR: Has the Navy returned to the policy of giving furlough without pay?—R.W.B., Y1, USN.

• No.—Ed.

Gyroscope RPMs

SIR: How fast does the gyroscope in a ship's gyrocompass revolve?—R. L. E., S2, USN.

• The gyroscope rotor, or rotors, revolve at approximately 20,000 revolutions per minute.—Ed.

Hail to the PGMs

SIR: Of all the ships you have had stories on you have failed to mention the PGMs. As a former crew member of the first PGM, I can only say that I believe these little ships deserve plenty of credit. They did a swell job in support of the Okinawa operation and on minesweeping operations from Okinawa to Japan's home waters.—R. E. R., ex-USNR.

• You're right, the PGMs did "a swell job," though they were relatively few in number (8 ex-SC hulls, 24 ex-PC hulls) and were developed late in the war. But there are a number of individual ship types which ALL HANDS, whose interest is necessarily in the Navy as a whole, has not treated in separate articles. Anyway, you may like the accompanying picture of a PGM.—Ed.



PGM—Few in number and developed late in World War II, they deserve credit for a good job.

Work Uniform Markings

SIR: Were sleeve markings on officers' khaki work uniforms ever prescribed in lieu of shoulder boards?—F. P. B., Lt. Comdr., USNR.

• Yes. Black sleeve stripes and bronze buttons were prescribed for wear on the khaki working uniform until 5 Apr 1941, at which time gold shoulder marks and gilt buttons were authorized.—Ed.

BB Fuel Oil Capacity

SIR: How many tons of fuel oil does a battleship carry?—A. K., ex-USNR.

• While precise figures are classified, the fuel oil capacities vary from over 30,000 barrels (about 4,286 tons) in some BBs to more than 50,000 barrels (about 7,143 tons) in others.—Ed.

Cornbread—Navy Style

SIR: Recently (ALL HANDS, November 1946, p. 31) you were good enough to print a recipe for baked beans, Navy style. My husband, a retired ACMM, raves about them, but now he wants cornbread, too. Can you help us out?—Mrs. G.N.H.

• Sure. Hate to see an old chief pine away for that good Navy chow. This recipe, like the one for beans, comes from the Navy Cook Book and is for 100 servings, so you may have to cut it down some.

Blend thoroughly 5 pounds flour, 2 pounds 4 ounces shortening, 9 ounces baking powder, 2 pounds sugar, 1 ounce salt, 4 pounds 12 ounces corn meal. Mix a dozen eggs and 4½ quarts milk. Add to dry ingredients and mix to a smooth batter. Spread in greased bun pans, bake at 425° F. for 25 to 30 minutes.—Ed.

Reenlistment Allowance

SIR: I was appointed to a temporary commission in October 1943. On 31 Oct 1942, as a Y1, I had extended my enlistment for two years. At the expiration thereof, in October 1944, my extension was automatically extended by reason of my temporary commissioned status and other regulations. At present my enlisted contract is still in an indefinitely extended status. I have been on active duty this entire time.

(1) In view of the above, am I eligible to be paid the \$50-per-year reenlistment allowance, for each full year since the date of my extension, regardless of how many years it may keep running? (2) Upon termination of my temporary commission, will I be paid travel allowance?—J. B. H., Lt. (jg), USN.

• If, after reverting to your permanent enlisted status, you are discharged and reenlist, you will be entitled to reenlistment allowance of \$50 for each year since payment of last reenlistment allowance (1942). (2) If you revert and are discharged, you get travel allowance at five cents-per-mile from place of discharge to place of acceptance for last enlistment. If you revert and are retained on active duty and not discharged, you get no travel allowance.—Ed.

is placed on monument on top Dalmatian owned by CEM D. H.isco, is congratulated after win-ate Kennel Club (below). Upperash show UnderSecNav John L. been rescued. Left center: Harold with two surrealist paintings heallery. Lower left: Rear Admiral as Chief of Naval Personnel.

A black and white photograph of a woman with dark, wavy hair, smiling. She is wearing a light-colored, long-sleeved top with a belt and a leopard-print garment draped over her left shoulder.

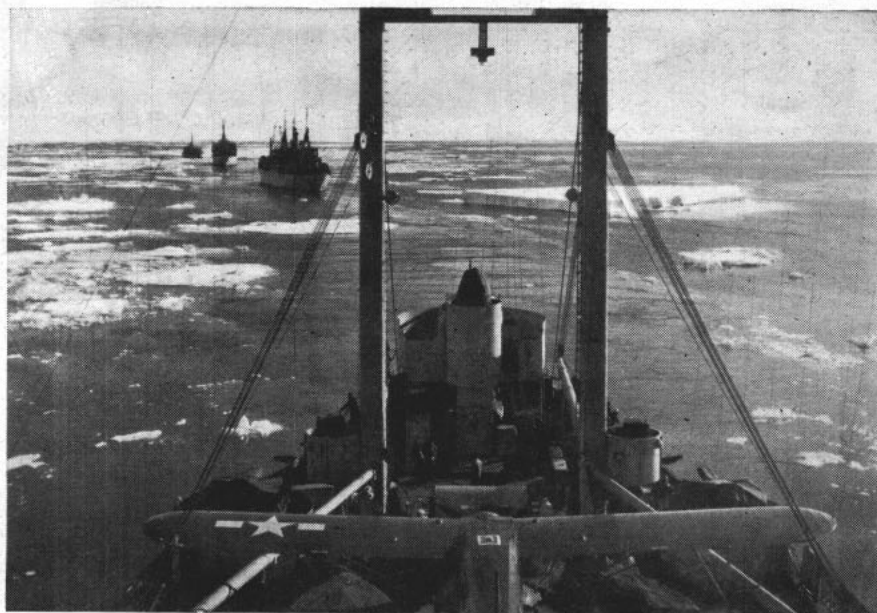
Troughs were dug in the snow and the landing skis frozen into them. Likewise, wingtips were anchored to buried logs. Under the Antarctic's preserving conditions, the planes will be flyable if an expedition returns in

				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31



WREATH honoring Iwo Jima dead of Mt. Suribachi (above). "Saturn," Richardson, USN (Ret.), of San Francisco winning championship at the Golden Gate Regatta (left): Survivors of Antarctic plane crash at Sullivan point from which they have been rescued. Jones, S1, All Hands staff artist, who had exhibited in a Washington gallery. Thomas L. Sprague (left) takes oath.





SHIPS of Central Group of Task Force 68 pick their way through pack ice off the Ross Sea in this photograph of Navy expedition ships heading for mooring site.

later years. The rows of tents were left as they were, and supply dumps were marked with metal poles topped by metal signs.

Expedition leaders pointed out that personnel who participated got a "real insight into the type of problem you have to face in polar regions, and that was the primary objective—to find out what our problems are." Invaluable navigational experience was gained in forcing through the Ross Sea pack ice, which hardly could have been tougher.

In aviation exploration, one of the most surprising things was the ability of the seaplanes to operate in the open sea from seaplane tenders. The western group made 25 exploratory flights, photographing roughly one-third of the Antarctic continent. The eastern group's planes made about the same number of flights, although at the end the ice and fog of the Weddell Sea hampered operations of that unit. At Little America, the central group made 29 operational flights, of which 20 were concerned with mapping.

In one of the most spectacular aerial exploratory flights in history, Rear Admiral Richard E. Byrd, USN (Ret), and 11 others flew over the South Pole and 81 miles beyond. Flying in two Douglas transports, the group roared across the Pole at an altitude of 12,000 feet above sea level, but only 2,400 feet above the great Antarctic icecap.

The two planes were the last of 10 which departed Little America in a 48-hour parade of exploration. The flights were described as having "shrunk the frontiers of the unknown at a rate never before seen."

Flying in pairs, the 10 planes discovered and mapped more unexplored territory than ever had been covered before in so short a time. They entered on the maps two previously unknown mountain masses of major dimensions, and other terrain features.

Another remarkable flight was by planes of the western group, which discovered a 40-square-mile region of warm lakes in the vicinity of the Knox Coast. The area included bare dirt hills and deserted beaches, devoid of ice and appearing excellent for camp sites.

Later, in an area about 500 miles west near the Vestfold mountains, a second ice-free "oasis" was reported by exploring planes of the western group.

'... THE PENGUINS BID FAREWELL'

Humor sometimes appears in the midst of misfortune.

Such was the case when a Navy patrol seaplane crashed on an Antarctic ice shelf last December. (See p. 32.) Lt. (jg) William H. Kearns Jr., USNR, relates here an incident which lightened the spirits of himself and his companions while they awaited uncertain rescue:

"After our crash on the Antarctic continent, the only sign of life we saw, with the exception of a few skua birds, was a farewell committee of Emperor penguins. None of us had ever seen this rare bird before, and we were all amazed at its size and habits.

"We had hiked overland from the scene of our crash to the edge of the ice, and there bad luck overtook us again. After waiting nearly 14 days on the ice for rescue, we were further delayed by a heavy fog bank rolling in over the water. Although the rescue PBM was little more than 100 yards from the edge of the ice, due to the fog we could neither see nor hear it. Needless to say, our spirits hit rock bottom.

New Training Plane

A new training plane with a top speed of 235 knots and many of the features of service type aircraft has been developed by the Navy to ease student transition from training type planes to service craft.

The XSN2J-1, built by North American as a possible successor to the familiar SNJ of flight training's basic stage, retains the familiar North American trainer lines but incorporates a number of new features designed to shorten the step from training to combat planes.

The new trainer, with greatly increased power and speed, is a dual-control ship designed for the student to fly from the front seat from the beginning of his training in type in order to give him the feeling of flying alone. It incorporates dive brakes, machine guns for fixed gunnery training, rocket and bomb racks, a demand type oxygen regulator (necessary due to the plane's greatly increased service ceiling of 30,000 feet) and a control panel on which the instructor can temporarily "knock out" any of the student's instruments to produce a simulated emergency.

Safety features of the new plane include shoulder harnesses, an emergency system for opening the cockpit canopy and a device to prevent unintentional retraction of landing gear on the ground.

Performance characteristics of the plane, as released by the Navy, are: range over 2,000 miles, fuel load of 260 gallons with an additional 116 gallons available in two dropable wing tanks.

"But just as despondency set in, nearly a dozen penguins, attracted by our voices, came up out of the water to join us. Almost four feet in height, this particular group, we estimated, weighed close to 100 pounds apiece. Penguins and men stared at each other in mutual curiosity.

"The strange birds would watch us and, in perfect mimicry of our actions, turn to each other, seemingly to comment on our strange appearance. We could approach them close enough to grab their flippers, but had to be wary of their long beaks. Once free, the molested penguin would step back, and with a angry squawks really give the intruder the 'word.'

"Finally the fog lifted and we were able to leave."



Lt. (jg) Kearns

Experimental Drydock

The largest vessel ever launched on an inland river, a floating drydock, has left Pittsburgh, Pa., and is en route to the west coast where it will be used for routine and experimental purposes.

Designated AFDL 47, the drydock is 448 feet long, 97 feet in beam, 45 feet high and has a lifting capacity of 6,500 tons.

Under tow for the approximately 2,000-mile trip down the Ohio and the Mississippi Rivers to the Gulf of Mexico, the craft was manned by a special Navy crew. There was a clearance of only six and one-half feet on either side as the huge vessel passed through the Ohio River locks. The AFDL 47 is not self-propelled.

Built by the Dravo Corp., the drydock was launched at the Neville Island shipyard in August 1946. The vessel has its own water distillation plant and diesel-electric generators for lights and power. It is designed for a crew of 131 men and five officers, and machinery and crew quarters are located in the 12-foot sidewalls of craft.

Base at Newport

Fleet activities in the Newport, R. I., area are expected to be increased considerably as a result of the abandonment of Casco Bay, Maine, as a base for destroyers of the Atlantic Fleet.

Approximately 85 vessels—4 carriers, 9 cruisers, 32 destroyers, 8 mine vessels, 5 landing craft, 3 patrol craft, 17 auxiliaries and 7 miscellaneous craft—are expected to base at Newport from time to time.

Casco Bay was used extensively during the war as a base for destroyers operating in the North Atlantic because of its geographical advantage, being nearer to the theater of operations than any other seaport on the Atlantic Coast.

Mayflower a Sealer

The former Presidential yacht *Mayflower*, recently sold by the Maritime Commission, is being converted for use as an Arctic sealer. Reconversion has included removing almost all compartments below the main deck to provide space for cargo holds, and reinforcing the bow for protection against ice.

The ship served as a private yacht for Presidents Theodore Roosevelt, Taft, Wilson, Harding and Hoover. She was a Coast Guard vessel in World War II, and served as a CIC training ship at Little Creek, Va.

New Top Position

Navy Fiscal Director Wilfred J. McNeil, who served as a rear admiral in the Supply Corps during World War II, has been appointed to the new post of Administrative Assistant to SecNav.

The new position was created to provide administrative continuity on a high level in the Navy Department, in view of the rotation of high-ranking officers between shore and sea duty and the recurrent changes in top civilian posts in the Department.

SAILORS WARM UP TO POLAR DUTY

Snug in their bunks in warmer climes, sailors throughout the Fleet probably have wondered—with a shiver—about the everyday life of members of the Navy's Antarctic expedition.

ALL HANDS has been given a glimpse of this in a report from an enlisted naval correspondent, Tom Donnelly, S1, on board the *uss Mount Olympus* (AGC 8), Task Force 68 flagship. He enclosed copies of the ship's daily paper, *Penguin Press*, and a semi-monthly publication, *Bergy-Bits*, which reveal considerable information about the expedition and its participants.

The expedition's members are making a grand slam this trip, the correspondent reports. They will receive cards for crossing the Equator, the International Dateline and the Antarctic Circle, any one of which would be treasured by the average sailor. Although the Shellbacks were outnumbered 5-1, and a minor revolt occurred, the initiation on "crossing the line" went according to schedule. Approximately 500 persons, including civilians, underwent the initiation and joined the ranks of the Trusty Shellbacks.

Many veterans of last summer's Arctic training cruise and of the Bikini tests were aboard the *Mount Olympus*, and scenes from Bikini were re-enacted when the ship first entered the treacherous Antarctic pack ice. The rails were lined with men wearing protective goggles, only this time it was to protect their eyes from the rays of the sun, reflected off the ice and dangerous to the uninitiated. They gazed at penguins, seals, whales, Antarctic birds and icebergs. The penguins were favorite subjects for snapshots, because of their odd walk and insatiable curiosity. Most of the men expressed the desire to take home a stuffed penguin, but were thwarted by the awkward but very elusive birds.

Seven men working overtime in the flag post office applied the distinctive Antarctic expedition cachet to more than 750,000 letters received from A (Alaska) to Z (Zululand, Union of South Africa). Return addresses bore the names of such prominent persons as President Truman, King George VI of England and the Princesses Elizabeth and Margaret, two Danish princes, King Farouk of Egypt, Generals Wainwright and Pershing, Mrs. Douglas MacArthur, Cole Porter, Leo Durocher, Xavier Cugat, Senator Claghorn of the Fred Allen show—and, of course, Kilroy.

The print shop worked for days on end to deliver menus, initiation certificates, special Antarctic envelopes and the ship's paper to all hands. Radiomen were kept busy sending news copy written at weird

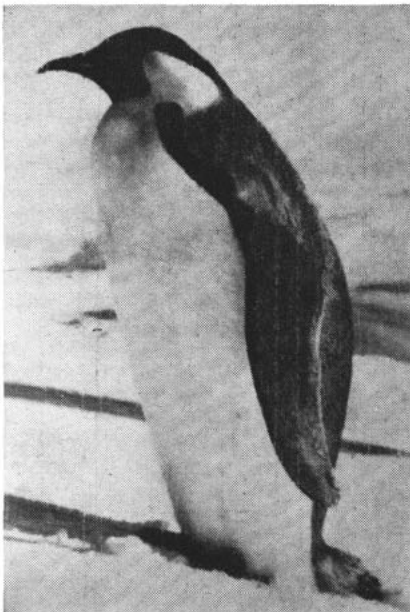
hours by the correspondents aboard. During their idle hours, personnel saw movies, utilized a good stock of recreational equipment or resorted to that old standby, "shooting the breeze." Many enjoyed working in a fully-stocked hobby shop. Chief occupation, even in the frigid Antarctic, was standard: chipping and painting.

Correspondent Donnelly commented that business was slack in the sick bay, since there are no cold germs in the Antarctic. The unique distinction of being the first Navy man to have his appendix removed inside the Antarctic Circle goes to Edsell J. Kyte, Burbank, Calif. He was transferred from the destroyer *uss Henderson* to the oiler *uss Cacapon* for the successful operation.

Despite cold weather, ice cream was consumed aboard the *Mount Olympus* in large quantities. And despite the vast expanse of icy whiteness, clothes got dirty. Laundrymen handled 4,000 pieces a day.

First glimpse of the barrier at the Bay of Whales told why the expedition was called Operation HIGHJUMP. It was a sheer cliff of ice more than 100 feet high, looking like chiseled marble or granite. It was a sight long to be remembered by all hands.

First man ashore was Leonard M. Rizzolla, PHOM1, Washington, D. C., who classed the experience as his greatest in 10 years' Navy service. Navy men were hoping that Antarctica was one place they could reach before the Marines. Few were to have this distinction. Marine photographers were among the first ashore.



HERE'S an emperor penguin, found by members of Antarctic expedition. This type is about 50 lbs., about 3 ft. tall.



CHAPLAIN C. A. O'Neill established a 'first' when he took off from the FDR. He was the first Navy chaplain to embark by helicopter at sea. He was flown to *Randolph*.

Ultra-Modern Maneuvers

The Atlantic Fleet was honed to a keener edge after six weeks of maneuvers completed last month, in which inter-type "task force" operation, stressing coordination of varied fleet types, was a feature. Concurrently, the Navy had a convincing demonstration of use of the helicopter in air-sea rescue operations.

Some 130 Atlantic Fleet units sortied from Newport, R. I., and Norfolk, Va., early in February, rendezvousing at sea for the exercises. In addition to battle units, a logistics support group for refueling, rearming and replenishment of stores at sea added realism to the long drills, reminiscent of extended operations in Pacific waters in World War II.

An ultra-modern touch was noted in a Second Task Fleet report that "task force commanders were enjoined to keep in mind the potentialities of atomic warfare, and to consider the changes appropriate for them to make in dispositions, were the enemy capable of an atomic attack . . . On at least one occasion, these revised dispositions actually were taken," the arrangement being such that no single atomic-type bomb would damage more than one major fleet unit.

An unscheduled highlight of the maneuvers was successful use of the helicopter in plane guard and messenger duties. Six Navy pilots and aircrewmen were rescued after ditching their planes during operations.

Safety was stressed in the operational briefings for the maneuvers, but, as Admiral W. H. P. Blandy, CincLant, pointed out, among an equal number of men ashore engaged in operations of comparable hazard there no doubt would have been an equal or greater number of accidents.

Careful indoctrination was given in the hazards of operating submarines

in close conjunction with surface units, and subs were forbidden to surface within a formation. Nevertheless, one submarine accident occurred, not serious, which was afterward declared to be incident to the hazards of such operations. *USS Tusk* (SS 436) was approaching the supply group on a practice run and ran under *USS Consolation* (AH 15). *Tusk's* periscope was sheared off and radar and radio antennae bent and fractured. The hospital ship was uninjured. *Tusk* returned to the states for repairs.

A "relieving of the watch" in European waters occurred incident to the exercises. Ships which have been sta-

tioned in European and Mediterranean waters—for several months—including cruisers *Huntington*, *Fargo* and *Spokane*—joined the exercises early in the games, on their way home, and at the conclusion of the first phase of the operations several other units departed for the European and Mediterranean stations—including cruisers *Providence* and *Dayton* and *DesRon 12*.

When the three-week first phase of the training operations was over, the ships headed for liberty ports in warm Caribbean waters. Admiral Blandy published a schedule of events, including dances, for which various ships were assigned to furnish bands, athletics schedules and lists of recreational facilities in the ports. Challenges for basketball, baseball, boxing and other matches were exchanged from ship to ship. Concurrently, sand, paint and polish were broken out to ready the ships for the expected visitors in the southern ports.

Among the ships assigned to the Second Task Fleet for the operations included the carriers *Franklin D. Roosevelt*, *Randolph* and *Leyte*; escort carriers *Salerno Bay* and *Sicily*; the *Missouri*; cruisers *Providence*, *Wilkes Barre*, *Dayton*, *Houston*, *Juneau*, *Huntington*, *Fargo* and *Spokane*; destroyers *Compton*, *Gainard*, *Soley*, *Purvis*, *Dickson*, *Hyman*, *Purdy*, *Beatty*, *Bristol*, *Vogelgesang*, *Steinaker*, *H. J. Ellison*, *C. R. Ware*, *Corry*, *New Fiske*, *Noa*, *Perry*, *Warrington*, *R. L. Wilson*, *Zellars*, *Massey*, *D. H. Fox* and *Stormes*; submarines *Greenfish*, *Dogfish*, *Sablefish*, *Trumpetfish*, *Runner*, *Clamagore*; support vessels *Allagash*, *Caloosahatchee*, *Chukawan*, *Pawcatuk*, *Wacamaw*, *Donner*, *Ft. Mandan*, *Daedelus*, *Quirinus*, *Great Sitkin*, *Consolation* and *Wyandot*.

5,000 MARINES IN AMPHIB DRILL

The 5,000 men of the Second Marine Division were graduating last month from a school conducted by the Amphibious Training Command of the Atlantic Fleet. Commencement was held in the roar of a mock battle on a "hostile" Caribbean beach.

The amphibious exercise was a major part of the Navy's big spring training program. Other Atlantic Fleet units were practicing tactical evolutions on the Caribbean drill grounds while ships of the Pacific Fleet maneuvered in waters west of Hawaii in large-scale drills.

The marines who hit the beach in the final stage of their amphibious training had received their basic instruction at the Navy's prep school of modern amphibious warfare—the Amphibious Training Command at Little Creek, Va.

Naval personnel are trained to support such an operation in the Naval Training Unit at Little Creek. Courses include naval gunfire support, pontoons, beach party school, landing craft and communications.



NAVY underwater demolition team clears a beach in preparation for landing of Second Division Marines.

Sports à la Pacifique

CarDiv 2 reports on a sports facility that can only make the wartime sailor shake his head and say, "The Pacific was never like this."

Camp Ethridge, Guam, M. I., formerly a flight personnel rest camp, has been largely taken over by the First Task Fleet and turned into a recreation center. Overnight parties are transported across Guam by bus to the camp, "where for 48 hours they can relax and get away from it all."

Living quarters are Quonset huts with bunks, mattresses and fresh water showers provided.

All-Navy Boxing Tourney

An All-Navy boxing tournament, open to Navy and MarCorps enlisted personnel on active duty, will be held in San Diego during the week of 1-7 June, it was announced by BuPers Circ. Ltr. 33-47 (NDB, 28 February).

Participating in the tournament will be representatives of ComServ-Pac and ComServLant and champions of elimination bouts to be held between naval districts. Naval Reserve and NROTC Units are excluded from participation, but Naval Reserve personnel on active duty (not training duty) may enter the contest.

The boxing tournament will take the Navy sports' spotlight which has been focused on the All-Navy Basketball Tournament, completed the last week in March. Winners of the basketball championship will be announced in a forthcoming issue of ALL HANDS.

Elimination bouts for the boxing tournament will be held at host commands and shall be completed prior to 17 May. Regular AAU rules as they pertain to weights will be followed, with the following champions to be named: flyweight, 112 pounds; bantamweight, 118; featherweight, 126; lightweight, 135; welterweight, 147; middleweight, 160; light heavyweight, 175 and heavyweight, over 175. Allowances of three pounds above or two pounds below authorized weight will be allowed. Participants must meet the qualifications and definitions of an amateur and any person having professional boxing experience is excluded from participating in the tournament.

Com 11 has been named host for the final tournament. It will be the duty of the host to provide housing and messing facilities for participants and take care of any other details that are incident to the success of the contest.

Each host command is authorized to send one boxing squad plus two seconds and an officer-in-charge to the tournament at San Diego. A squad will consist of a champion in each of the eight weight divisions. Naval air transportation is authorized where practicable.

The tournament host will provide the boxing gloves, but will not furnish trunks, robes, shoes or teeth protectors. The gloves will conform with the official boxing rules of the AAU.

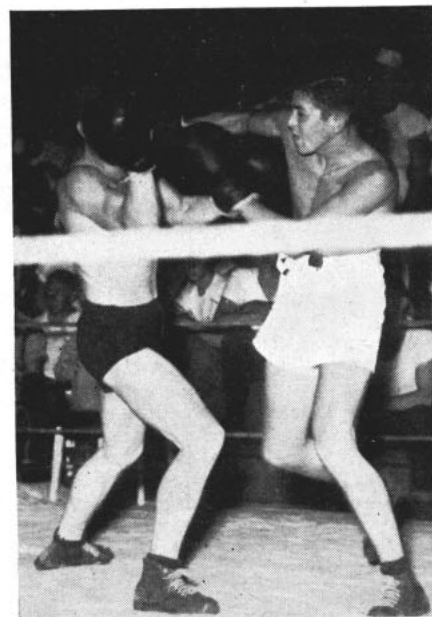
Champions of the elimination tour-



22-YEAR-MAN, Leonard Day, CEM, USN, displays hand-tooled bronze plaques and oil paintings he made while he was undergoing treatment in a naval hospital.

naments who qualify for the All-Navy tournament in San Diego shall report there not later than 31 May. The tournament will be conducted on the basis of three rounds of two minutes each. At the end of each bout, the judges and referee must indicate a winner. If both boxers have the same number of points, the judges must consider which of the fighters showed the better style and award the bout to him.

Appropriate individual awards, furnished by the Chief of Naval Personnel, will be given to the champion, the runner-up and all participants in the final elimination tournament held at San Diego.



TOPEKA holds inter-division smokers when no other ships are near. Here 'black gang' and 'deck force' battle.

Army-Navy Mine Research

Army and Navy cooperation in development of submarine mines continues with establishment of an Army Ordnance Submarine Mine Laboratory at the Naval Ordnance Laboratory, White Oak, Md.

The Army laboratory will apply Navy research and development information on ship detection devices to Army cable-controlled mines. It was this type of mine that was laid across U. S. harbor entrances during World War II, making entry by an enemy ship or submarine nearly impossible. The mines are exploded, after detection of the presence of an enemy unit, by push-button controls on shore.

Some 25 German sub commanders, interviewed by U. S. officials, said they considered it impractical to attempt to go through a controlled mine field with an ocean-going submarine.

FASRon 117 Undeclared

FASRon 117 sizzled through an undefeated season in FairWing 2 basketball competition, averaging 50 points per game to its opponents' 18. The FASRon met teams from VP-HLs 3, 5 and 13, and VP-MS 7, on the courts in NAS, Kaneohe Bay, hangars.

J. W. Castano, AMM2, center and captain, scored 150 points for a season average of 22 per game. He was named by Com 14 to play on the Hawaiian Navy All-Stars, which met teams from the West Coast and SoPac areas in preliminary competition for the All-Navy basketball tournament at Great Lakes, Ill., late last month.

Trophies for Klippers

Trophies were awarded at a dinner given in honor of the Kaneohe Klippers, softball team representing NAS Kaneohe Bay, which had won the 1946 championship of Com 14.



NEW 8-INCH lets go as Navy officials witness firing of triple turret gun which is completely automatic from the ammunition handling room to the gun muzzle.

New Ordnance

The Navy has demonstrated three new shipboard gun mounts and revealed some other developments in the ordnance line.

The three guns all are automatic, rapid-fire weapons of unique design. They are the largest automatics the Navy has developed: one an 8-inch, 55 caliber main battery weapon; one a 6-inch, 47 caliber dual purpose main battery gun; and one a twin 3-inch, 50 caliber antiaircraft mount. An earlier report on the 6 and 8-inchers appeared in *ALL HANDS*, November 1946, p. 2.

The 3-inch design was begun late in the war to provide the Fleet with an

antidote for kamikazes. It is ideally adapted for close-in antiaircraft work, and will hurl a considerable stream of heavy, VT-fuzed projectiles. Each barrel has a rate of fire at least double that of the standard 3-inch 50. The mount is expected to replace the 40-mm. on ships large enough to carry the increased load, as the Navy's principle small AA weapon.

Cruisers carrying the 6-inch dual purpose battery will be the first ships of their size whose main batteries may be used against aircraft targets generally. The vessels will have no 5-inch secondary AA battery, but will depend upon smaller weapons for defense against targets close aboard. The 6-inchers will be mounted in pairs, three turrets forward and three aft, in a new light cruiser class of which *uss Worcester* and *Roanoke* (CLs 144 and 145) are under construction.

The 8-inchers will be mounted three in each of three turrets, two forward and one aft, aboard three new cruisers under construction, *uss Des Moines*, *Salem* and *Newport News* (CAs 134, 139 and 148). They will fire at battle ranges about four times faster than any other guns of similar or larger size.

Both 6 and 8-inch systems are automatic from handling rooms to gun muzzles—as automatic as a string of .50 caliber cartridges feeding into a Browning. In both systems powder is packed in cartridge cases rather than bags, to allow speedier operation, and the cases are ejected automatically.

Other ordnance developments in which the Navy revealed some of its thinking were in weapons of the "machinegun" type.

The Navy is considering the relative merits of several aircraft weapons: the conventional .50-caliber, a new .60-caliber gun, and the 20-mm. The 20s have been successfully tested in a

new radar-controlled aircraft twin turret, automatically laid and fired, at a rate of about 700 rounds per minute. The .60-caliber gun, firing a smaller shell than the 20-mm., has a very high muzzle velocity and offers considerable promise. (By way of comparison: a 20-mm. gun would equal, in bore, a gun of .78-caliber, approximately).

BuOrd also has announced that the supersonic wind tunnel used by the Germans at Peenemunde to test V-1 and V-2 weapons is being installed at the new Naval Ordnance Laboratory, White Oak, Md. The tunnel will play an important part in basic research and development of missiles and projectiles.

No U. S. wind tunnel ever built offered such swift breezes for testing purposes. The former German tunnel gives test speeds up to about 3,600 mph, a Mach Number of 4.4 (i.e., 4.4 times the speed of sound at any altitude and temperature). The Nazi wind tunnel builds up this tremendous gale by first creating a vacuum in a large chamber. A quick-acting valve is opened suddenly and the chamber sucks in air. Located in the duct which admits the air is the testing station in which the model to be tested may be secured. The ducts may be altered in size from a control panel, and the speed of the intruding air adjusted.

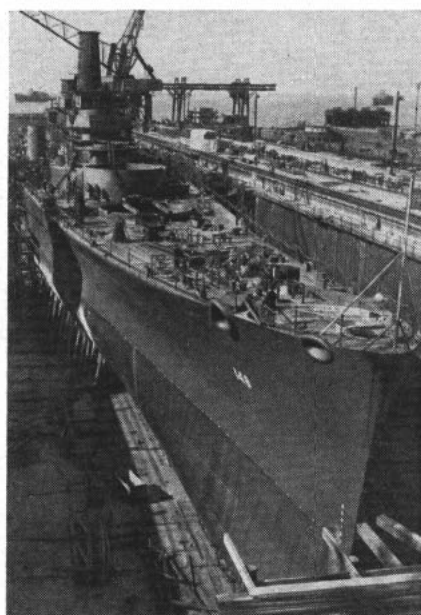
Heaviest Heavy Cruiser

Second ship to be launched in a new heavy cruiser class is *uss Newport News* (CA 148).

Her class is the heaviest "heavy" in the world, displacing 17,000 tons. The ships are 716 feet in length. They mount an entirely new main battery, automatic 8-inch rifles mounted three in each of three turrets.



NEW 6-INCH dual purpose gun developed by the Navy is the first rapid-fire antiaircraft mount of such large caliber.



NEWPORT NEWS, newest heavy cruiser, is armed with nine 8-inch 55 caliber guns in 3 turrets. She has 30-knot speed.

DECORATIONS & CITATIONS

Two Destroyers Win PUC for Radar Picket Duty Work

USS *Evans* (DD 552) and USS *Wadsworth* (DD 516) have been awarded the Presidential Unit Citation for participation in the Okinawa campaign in early summer of 1945.

The *Evans* received the award for service in a furious air-sea battle against Japanese suicide planes while supporting radar picket operations on 11 May 1945.

As support destroyer on radar picket station 15 during an attack by approximately 100 enemy planes, 40 miles northwest of the Okinawa transport area, the *Evans* fought valiantly against the waves of suicide planes plunging towards her from all directions. She sent up relentless barrages of anti-aircraft fire during one of the most furious air-sea battles of the war.

Repeatedly finding her targets, she destroyed 14 planes, assisted in downing three others, and avoided damage to herself until subjected to the co-ordinated attack of five planes. Shooting one down clear of the ship, she was crashed by the other four with devastating effect. With all engineering spaces flooded and with a fire raging amidships, the officers and men of the *Evans* fought desperately and brought the damage under control, enabling the ship to be towed to port and saved.

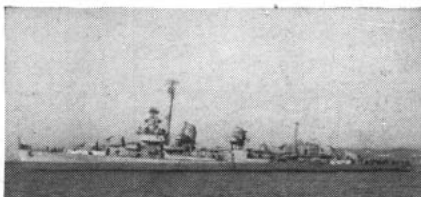
Capt. (then Comdr.) Robert J. Archer, USN, of Washington, D. C., was CO of the ship during the action.

The *Wadsworth* was cited for radar picket operations during the Okinawa campaign from 17 April to 24 June 1945.

As a fighter direction ship, the *Wadsworth* was a natural target for



USS *Evans* (DD 552)



USS *Wadsworth* (DD 516)

heavy Japanese aerial attack while occupying advanced and isolated stations. She defeated all efforts of enemy kamikaze and dive-bombing planes to destroy her. Always ready for battle, she sent out early air warnings, provided fighter direction and, with her own guns, downed six enemy planes, shared in the destruction of many others, routed many more, and was of invaluable service in hindering the Japanese from striking our forces on the Okinawa beachhead.

Comdr. Raymond D. Fusselman USN, of Warren, Ohio, was CO of the destroyer at the time.

Base Hospital Gets Award for Service

Naval Base Hospital 12, located at Netley, Hampshire, England, has been awarded the Navy Unit Commendation for its record of service in treating thousands of Allied casualties from the Normandy invasion and from V-1 "buzz" bomb attacks on Southern England between 1 March and 30 Sept 1944.

Converted from an old British hospital and well-organized in preparation for the initial assault on the European continent, the hospital admitted and treated with extraordinary success thousands of Allied combat casualties returning from Normandy beaches.

In addition, the unit treated groups of hundreds of casualties during the air activities over Southern England and during the many flying bomb incidents in that vicinity. During the seven-month period of its operation, the hospital received 9,630 patients including 4,226 combat casualties, and maintained an exceptionally low mortality rate, even among its surgical cases.

Capt. Clarence J. Brown (MC), USN, of Washington, D. C., was in charge of the hospital at the time.

LST 396 Commended For Heroic Action In the Solomons

USS LST 396, sunk by enemy action during the Solomons Islands campaign, has been awarded the Navy Unit Commendation for outstanding service in transporting vital supplies to amphibious forces participating in the campaign.

As a Unit of LSTFlot5 from March to August 1943, LST 396 arrived at Guadalcanal at a critical period for amphibious operations in the drive of the 3d PhibFor up the Solomons.

Operating in enemy and uncharted waters and off difficult beaches without adequate protection of surface escort and air coverage, she carried out a heavy operating schedule, constantly fighting the submarine menace to our supply train maneuvering up the Slot, and making every effort to get her vital cargo unloaded at combat destinations before the enemy could destroy her.

In addition, LST 396 contributed to the development of this type of vessel as a hospital evacuation ship; helped to initiate the use of increased armament for all LSTs to repel Japanese air attacks; and assisted in perfecting loading techniques to facilitate the handling of her inflammable and explosive cargo during combat operations. LST 396, her officers and men served with distinction until she was exploded and sunk by enemy action during the night of August 17-18.

Lt. E. W. White, USN, of Whittier, Calif., was CO of the vessel at the time.

Marine Awarded Medal of Honor

The Congressional Medal of Honor has been posthumously presented to Corp. John P. Fardy, USMC, of Chicago.

Corp. Fardy received the award for his action while serving as a squad

leader with Company C, 1st Batt, 1st Marines, 1st MarDiv, in action against Japanese on Okinawa in the Ryukyu Islands on 6 May 1945.

When his squad was suddenly struck by extremely heavy small-arms fire from the front during a determined advance against strongly-fortified, fiercely-defended



Corp. Fardy



Mainsheet, Bainbridge, Md.

"You little wolf, you!"

Deadline Set for Certain Medals

The presidential proclamation which ended hostilities as of 31 Dec 1946 has imposed a deadline on recommendations for certain decorations and medals, it was announced in Alnav 43-47 (NDB, 15 February).

Awards are affected as follows:

- Recommendations for award of the Medal of Honor, Navy Cross, Distinguished Service Medal, Silver Star Medal and Navy and Marine Corps Medal for acts or services performed between 7 Dec 1941 and 30 June 1944, and recommendations for award of the Distinguished Flying Cross for acts or services performed between 7 Dec 1941 and 30 June 1945, must be placed in official

channels on or before 30 June 1947.

- On or after 1 July 1947, recommendations for the above decorations or medals must be limited to acts or services performed not more than three years prior to the date of the recommendation (except Distinguished Flying Cross, recommendation for which is limited to acts or services performed not more than two years prior to the initiation date).

The proclamation also fixes 31 Dec 1946 as the terminal date for service eligibility for the World War II Victory Medal. No other decorations or medals are affected, the Alnav said.

Japanese positions, Corp. Fardy temporarily stationed his men along a near-by drainage ditch. Soon afterwards, an enemy grenade fell among them and he instantly threw himself on it.

Concerned only for the welfare of his men, he relinquished his own hope of survival that his fellow Marines might live to carry on the fight.

Explosives Unit Gets NUC for Pacific Work

Navy Mobile Explosives Investigation Unit Four has been awarded the Navy Unit Commendation for service in support of military operations against Japanese forces during the assault and garrison phases of more than 20 battles in the Pacific Ocean Area, from 4 June 1944 to 30 June 1945.

Assigned to mine and bomb disposal duties to expedite our offensive operations, Unit Four rendered invaluable service in clearing 15,000,000 pounds of dangerous explosives from vital harbors, beaches, roads and airfields in preparation for our assaults.

In addition, this unit gathered intelligence information and established a system of reports for distribution to

the training research and intelligence centers throughout the armed forces; organized a training program and instructed several thousand service personnel of the hazards of land mines, booby traps, and unexploded ordnance; and contributed to the improvement and development of U. S. explosive ordnance to meet critical operational needs.

Fulfilling these missions, the unit aided materially in reducing our casualties and in facilitating our progress in the Pacific War, achieving a brilliant combat record.

Lt. Alan B. Haley, USNR, of Wichita Falls, Tex., was officer in charge of the unit at the time.

CB Unit Given Award For Landing Supplies

Naval CB Detachment 1006, the famed "Ten-O-Six" Seabee pontoon unit, has been awarded the Navy Unit Commendation for action during the landings in Sicily from 10 to 31 July 1943, and in the Gulf of Salerno from 9 Sept to 5 Oct 1943. A pioneer in the newly developed technique of landing supplies on a hostile beach, the CB detachment maneuvered against surf, currents and enemy fire to secure and maintain its pontoon causeways on the Sicilian beachhead, thus enabling 10,000 Army vehicles to be brought ashore.

Operating under heavy enemy fire in the Salerno invasion, this detachment again established ship-to-shore causeway bridges on the north and south beaches and assisted in unloading LSTs of their tanks, artillery and heavy equipment. It remained on the shell-pounded beaches for hours while handling beach traffic and getting supplies to the combat forces.

Conspicuous among all Navy pontoon units for its determination and fortitude, the detachment established an effective procedure in the handling of pontoon gear under fire.

Lt. Comdr. Walter A. Burke, Jr., USNR, of Stamford, Conn., was officer in charge of the unit at the time.

Seven Ships Honored For Action During Okinawa Campaign

Seven ships, all of which participated in the Okinawa campaign, have been awarded the Navy Unit Commendation. They are *uss Anthony* (DD 515), *uss Bennett* (DD 473), *uss Bryant* (DD 665), *uss Cassin Young* (DD 793), *uss Gwin* (DM 33), *uss Newcomb* (DD 586), and *uss Prichett* (DD 561).

The *Anthony* received her award for her action as a fire support vessel and radar picket ship during the Okinawa campaign from 1 to 19 April 1945 and from 19 to 24 June 1945. The *Anthony* was a natural target for heavy Japanese aerial attack while occupying advanced and isolated stations. She defeated all efforts of kamikaze and dive-bombing planes to destroy her, sent out early air warnings, provided fighter direction, and, with her own guns, downed 11 enemy planes, and routed many more. She furnished close fire support for initial landings and advances, participated in shore bombardment missions, and rendered valiant service in preventing attacks against the naval forces off the Okinawa beachhead.

Comdr. J. H. Hunter, USN, of Los Angeles, was CO of the *Anthony* during the period from 1 to 19 April 1945. CO of the destroyer during the second period for which she was cited was Comdr. C. J. Van Arsdall, Jr., USN, of Indianola, Miss.

The *Bennett* won her citation for action as a fighter direction ship on a radar picket station, 60 miles northeast of the Okinawa transport area on 6 and 7 April 1945. Fighting against more than 50 enemy aircraft making repeated attacks, she sent up barrages of antiaircraft fire during a prolonged and furious air-sea battle. When two of our destroyers were severely damaged and left in a sinking condition, the *Bennett* closed them to assist in combing the area for survivors. While continuing her rescue work, she beat off repeated attacks through the night and, with her own gunfire and that of the fighter aircraft she was directing, destroyed 17 enemy aircraft, successfully avoiding damage to herself until the following morning. With her supply of ammunition seriously reduced, she was crashed by a burning kamikaze whose bomb exploded with devastating effect. Although badly holed below the water line and in the engineering spaces, she succeeded in returning to port under her own power.

Comdr. J. N. McDonald, USN, of Douglas, Ga., was CO at the time.

The *Bryant* was awarded her citation for her action against Japanese in the Saipan-Tinian operations, 12 June to 2 Aug 1944; Palau, 6 to 29 Sept 1944; Surigao Strait, 24 to 25 Oct 1944; Iwo Jima, 14 Feb to 9 Mar 1945; and Okinawa, 21 Mar to 18 Apr 1945. Operating in the face of persistent air



P. Hannula

"Just because you've been in the Navy for two years doesn't mean that you can wear half a hash mark!"

attacks through five major campaigns, the *Bryant* blasted Japanese shore batteries, screened our attacking transports and effectively laid support barrages for amphibious assaults. During the night action of 24 October she played a prominent part in the battle of Surigao Strait and, with accurate gun and torpedo fire, rendered invaluable assistance in the defeat of enemy units in this area.

As flagship of DesDiv 112 at Iwo Jima, the *Bryant* provided fire support for beach reconnaissance, underwater demolition teams and mine sweeping operations. Attacked by six enemy suicide planes while on radar picket duty at Okinawa, she succeeded in downing three and damaging a fourth before it crashed and exploded on the deck. She quickly recovered and continued her mission to aid the stricken *Laffey*.

Capt. Paul L. High, USN, of Arlington, Va., was CO of the destroyer during the Saipan-Tinian and Palau operations. Lt. John N. Tornberg, USNR, of Philadelphia, was skipper during the action at Surigao Strait. During the Iwo Jima and Okinawa operations, Comdr. George C. Seay, USN, of Annapolis, Md., was commanding officer.

The *Cassin Young* received her Navy Unit Commendation while operating on a radar picket station in the Okinawa campaign. She aided a damaged friendly ship by recovering survivors and by defeating further aerial attacks. She provided protection for friendly ships at anchor, downed eight planes and aided in the destruction of two others. When attacked by a suicide plane which crashed aboard on the night of 30 July 1945, she controlled the spread of damage and, with only one engine operating, returned to port under her own power.

Comdr. John W. Ailes, III, USN, of Pittsburgh, Pa., was CO of the destroyer during the period covered by the citation.

The *Gwin*'s action as a radar picket ship, anti-aircraft and antisubmarine screen and minesweeping support ship during the Okinawa campaign, from 24 Mar to 24 June 1945, won her the Navy Unit Commendation. Frequently harassed by suicide planes as she operated in the heavily-mined and uncharted waters off Okinawa, the *Gwin* defeated all efforts of the enemy to destroy her. She provided invaluable support for minesweeping and other operations in the Okinawa transport area, downed 12 hostile planes, assisted in destroying three others and routed many more. When a group of approximately 10 Japanese aircraft attacked her radar picket station on 4 May, the *Gwin* shot down five planes before she was struck and set afire by another kamikaze.

Comdr. F. S. Steinke, USN, of Colma, Calif., was commanding officer at the time.

The Navy Unit Commendation has been awarded the *Newcomb* for outstanding combat operations against Japanese forces during several engagements, including Saipan, Tinian,

Mass Commendation Honors Hospital Corps

A special commendation for outstanding performance of duty during World War II has been awarded by SecNav James Forrestal to the 200,000 men and women who served in the Navy's wartime Hospital Corps.

It is the first time in history that so large a group has received a mass commendation for their work over so long a period of time.

The unprecedented award was made on the strength of the Corps' record of saving 97 out of every 100 men of the Navy and Marine corps wounded in the war, a record for life-saving that has never been equalled.

"Thousands of citizens are living normal, constructive, happy and productive lives who, but for the skill and toil of the Hospital Corps, might be dead or disheartened by crippling invalidism," the commendation read in part.

In issuing the commendation Secretary Forrestal disclosed that 1,724 men and women of the Hospital Corps lost their lives during the war, 889 of them killed or fatally wounded in combat operations when they attempted to aid and assist casualties among the fighting forces.

"You corpsmen performed foxhole

surgery while shell fragments clipped your clothing, shattered the plasma bottles from which you poured new life into the wounded, and sniper's bullets were aimed at the brassards on your arms," the commendation says.

An example of the danger under which the Corps operated, although all its men were unarmed, is to be found in the statistics for the capture of Iwo Jima. There, the percentage of casualties among the corpsmen supporting the combat troops was greater than that of the marines.

"(It is) no wonder," the commendation said, "men and women are proud to wear the emblem of the Hospital Corps. It is a badge of mercy and valor, a token of unselfish service in the highest calling—the saving of life in the service of your country."

"You Corps' men and women toiled, often as dangerously, never less vitally, in areas remote from battle: in hospitals, on hospital ships, in airplanes, in laboratories and pharmacies and dispensaries. They helped, and are helping (for the task is far from over), in the salvage of men's broken bodies and minds that is the grim product and perennial aftermath of war."

Palau, Surigao Straits, Iwo Jima and Okinawa, between 29 May 1944 and 7 Apr 1945.

Operating in the face of persistent air attacks throughout these major campaigns, she blasted Japanese shore establishments, screened our advancing transports, and effectively laid support barrages for amphibious attacks. As the leader of DesRon 56 in the battle of Surigao Straits, she spearheaded a three-section night torpedo attack, closing the battleship *Yamashiro*, and delivering terrific broadsides to aid in sinking the man-of-war. In retiring, she went alongside the *A. W. Grant* to evacuate casualties and to take the disabled ship in tow.

At Iwo Jima, the *Newcomb* covered our minesweepers in the pre-attack sweep of the landing beaches and scored a probable kill on her second submarine. Culminating her brilliant combat record in a furious engagement with seven enemy suicide planes, she staggered from the first crash and, though slowed by loss of steam, shot down a second plane, and was immediately smashed by a third. With top-hammer and machinery spaces blown into a tangled mass of rubble, with smoke and flames billowing 1,000 feet above her and the bridge the only structure intact above the waterline she fought on with her remaining guns in manual control to blast three more attackers into the sea and to damage the last kamikaze.

Commanding officer of the ship during this period was Comdr. Lawrence B. Cook, USN, of Bethesda, Md.

The *Prichett* was awarded the commendation for heroism as a fighter di-

rection ship on radar picket duty in the Okinawa campaign, from 24 Mar to 7 Apr 1945; and 8 May to 13 Aug 1945. While occupying advanced and isolated stations, she defeated all efforts of kamikaze and dive-bombing planes to destroy her. She sent out early air warnings, provided fighter direction, shot down six enemy planes, and shared in the destruction of many others.

Capt. Clarence M. Bowly, USN, of Provincetown, Mass., was CO of the destroyer from 24 Mar to 7 Apr 1945, and served during that period in the rank of commander. Lt. Comdr. John F. Miller, Jr., USN, of Washington, D. C., was CO from 8 May to 13 Aug 1945.



NAVY CROSS

Gold star in lieu of second award:

★ KAUFFMAN, Draper L., Comdr., USNR, Bethesda, Md.: As commander of UDT during operations against Japanese forces in the Marianas Islands on 14 June 1944, Comdr. Kauffman led numerous reconnaissance operations close to enemy beaches to gain vital information regarding approaches to the beach and installations on shore. He contributed materially to the success of our assault landings in this strategic area.

★ SCOTT, John A., Comdr., USN, Grand Rapids, Mich.: As CO of USS *Tunny* on her fifth war patrol from 27 Feb to 11 Apr 1944, he contributed materially to the success of his ship in the sinking of a Japanese submarine of 2,100 tons and in seriously damaging four other enemy vessels including a 42,000 ton battleship. Although his ship was badly damaged by depth charge explosions and bombing attacks during

★ DECORATIONS

Navy Cross (Cont.)

this action he succeeded in evading capture and in bringing his crippled vessel safely to port.

First award:

★ **AMUSSEN, John R., Lt. (jg), USNR, Chevy Chase, Md.** (posthumously): As pilot of a dive-bomber in BomRon 14, *uss Wasp*, in action against units of the Japanese fleet during the First Battle of the Philippine Sea, Lt. (jg) Amussen pressed home a low level attack despite heavy antiaircraft fire, scoring hits on an enemy fleet oiler and contributing materially to its destruction. When his fuel supply became exhausted before his return to his base, he made a successful water landing with sufficient equipment to enable the crew to survive until they were rescued.

★ **BLACK, Joseph C., Lt. Comdr. (then Lt.), USNR, Powell Station, Tenn.:** As pilot of a torpedo plane in TorpRon 19, *uss Lexington*, in action against Japanese forces during the Battle for Leyte Gulf, 25 Oct 1944, Lt. Comdr. Black plunged through the enemy's barrage of antiaircraft fire and released his torpedo at close range against a hostile battleship, contributing materially to the infliction of serious damage on it. By his daring tactics, Lt. Comdr. Black was instrumental in inflicting a decisive defeat on the Japanese forces in this battle.

★ **BLITCH, John D., Comdr., usn, Patuxent River, Md.:** As pilot and strike leader in BomRon 14 attached to *uss Wasp*, Comdr. Blitch participated in operations against Japanese in the First Battle of the Philippine Sea on 20 June 1944. With his plane's fuel supply at a dangerously low level, he by-passed a force of enemy tankers and destroyers to search for carriers 50 miles away. He failed to establish contact and returned to the former area to direct an attack to sink three vessels, damage three more and destroy intercepting aircraft.



Lt. (jg)
Amussen

Lt. Comdr.
Black



Comdr. Blitch

Pfc. Brehm

★ **BREHM, Walter J., Pfc., USMC, Denver, Colo.** (posthumously): While serving with the 3rd Batt., Sixth Marines, Second MarDiv on Saipan in the Marianas, 16 June 1944, Pfc. Brehm showed extraordinary heroism. When the enemy started to counterattack in force, concentrating mortar, artillery and machine gun fire on one section of our lines, and inflicting serious casualties, Pfc. Brehm took a strategic position alone in the breach through which the enemy was attempting to maneuver. He delivered a continuous stream of accurate rifle fire and held off the Japanese advance. Although seriously wounded, he refused to be evacuated but continued his one-man defense until he died.

★ **BURKE, Edward J., Capt., usn, Wilkes-Barre, Pa.:** As CO of the *uss Plunkett* at

Anzio, Italy, 24 Jan 1944, when his ship was simultaneously attacked by enemy bombers and torpedo planes, Capt. Burke directed it through evasive maneuvers and defensive action that accounted for two of the enemy aircraft while the ship suffered only one bomb hit.

★ **DUNGAN, Fred L., Lt. (then Lt. (jg)), USNR, Yonkers, N. Y.:** As pilot of a fighter plane in FitRon 2, *uss Hornet*, during operations against the Japanese in the vicinity of the Bonins, 4 July 1944, Lt. Dungan was attacked by several enemy float-type fighter planes while on a mission alone over enemy territory. He successfully parried their attacks until joined by a friendly fighter then turned into the enemy and succeeded in shooting down four of their planes. Despite serious wounds suffered in the action he flew his plane back to the carrier and made a successful landing.

★ **DWYER, Carl R., Comdr. (then Lt. Comdr.), usn, Ponca City, Okla.:** As CO of the *uss Puffer* during her sixth war patrol in the central Nansel Shoto area from 16 Dec 1944 to 17 Jan 1945, Comdr. Dwyer contributed materially to the success of his ship in sinking four enemy vessels totalling 18,000 tons, and in damaging three enemy ships in excess of 9,000 tons. He then brought his ship safely back to port despite intense enemy antisubmarine action.

★ **FASH, Robert P., Lt. (jg), USNR, East St. Louis, Ill.:** As pilot in FitRon 15, *uss Essex*, during operations against the Japanese in the battle for Leyte Gulf, 25 Oct 1944, Lt. (jg) Fash carried out an attack against major units of the Japanese fleet, scoring a direct bomb hit to assist in the sinking of an enemy carrier and contributing to the success of the mission.

★ **FRAZEN, Eric T., Lt. (then Lt. (jg)), Newark, N. J.:** As pilot in TorpRon 44, *uss Langley*, in operations against the Japanese during the Battle for Leyte Gulf, 25 Oct 1944, Lt. Franzen plunged through enemy antiaircraft fire without diversionary bombing and strafing to launch an attack on an enemy light cruiser. When his torpedo failed to release on the first run, he returned to the target area a second time and pressed home a second attack. Later, in company with two other torpedo planes he pressed an attack on an enemy battleship and scored a probable hit.

★ **HART, Franklin A., Maj. Gen. (then Col.), USMC, Cuthbert, Ga.:** As CO of Regimental Combat Team 24, Fourth Marine Division, in action against the Japanese during the attack on Roi-Namur Island, Kwajalein atoll, 1 and 2 Feb 1944, Major General Hart landed almost simultaneously with the first wave of troops and fearlessly led his combat team against heavy enemy resistance. After numerous counterattacks were repelled during the night, he reorganized his depleted forces and effected a coordinated assault the next morning that overcame all remaining opposition.

★ **HIPPE, Kenneth G., Lt., USNR, Kansas City, Mo.:** As leader of a flight of fighters in Composite Squadron 3, *uss Kalinin Bay*, in action against the Japanese fleet during the Battle for Leyte Gulf, 24 Oct 1944, Lt. Hippe led his flight in repeated attacks to prevent the destruction of our transports which were under attack by 21 enemy bombers. He personally shot down five Japanese bombers, contributing greatly to the destruction of 19 enemy planes and assisting in saving our ships.

★ **LLOYD, William R., Ens., USNR, Monticello, Fla.** (posthumously): Ens. Lloyd showed extraordinary heroism in action against the Japanese during their final attacks on Corregidor, 5 and 6 May 1942. Constantly exposed to the enemy's long-range gunfire, Ens. Lloyd disregarded all personal danger as he directed his men in the defense of his assigned beach area, repeatedly countering the enemy's landing attempts until he was struck down and instantly killed during the action.

★ **MCCAMPBELL, David, Comdr., usn, Norfolk, Va.:** As target coordinator for the

—WAY BACK WHEN—

Spinning a Yarn: Tall Tales of the Sea

The Navy is chuck-a-block full with fine old traditions, many of which have, down through the years, taken on variations of their original traditions, and spread like kernels of wheat in a gale.

The traditional "spinning a yarn" carries us back to the days when officers and mates aboard ships were strict disciplinarians who believed that when sailors gathered during the working hours, nothing was accomplished.

To offset this, one day a week was set aside to unravel the strands of old line. During this period the sailors were able to talk to their heart's content and the period became known as the time for "spinning a yarn." Later other variations cropped up and the traditional "spinning a yarn" soon became known as "spun yarn."

When the Navy began to modernize and sails were giving way to steam, a new version of the traditional "yarn" came into vogue. Spun yarn has become an economical means of wrapping and whipping lines and as an all-around means of taking the place of good cordage.

When ship's tailors made their appearance in naval circles, the day was set aside to enable the men to catch up with their sewing,

and mending of clothes. Wednesday seemed to be the appropriate day and became known as "Ropeyarn Sunday."

As time marched on and the uniforms of the sailor required less attention as far as the mending situation warranted, "Ropeyarn Sunday" was turned to other means. Instead of the usual "sewing bee" which was held on that day, "Ropeyarn Sunday" became one of rest and liberty, the day turning out to be a half holiday. Sailors knocked off at noon and mustered on the quarterdeck for an afternoon ashore.

Some still adhered to the old tradition and broke out the ditty bags, replaced buttons and sewed up the tears in their uniforms.

Another version of the "yarn" is called a "galley yarn." This got its conception from the method of "telling

tall tales" by members of the commissary department who were known at the time, for their weakness in "keeping strictly within the limits" when spinning a yarn.

Now, of course, when sailors shoot the breeze, few of them realize that most of their stories have been handed down through the years. But if a fellow will check with Old Salts he will find, usually, that he's just repeating an oft-told tale.





Capt. Burke

Lt. Dungan



Comdr. Dwyer

Lt. (jg) Fash



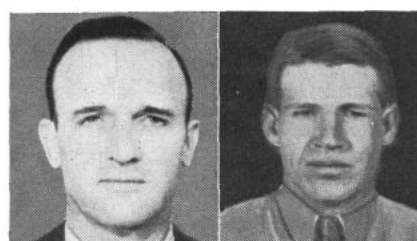
Lt. Franzen

Maj. Gen. Hart



Lt. Hippe

Comdr. Kauffman



Comdr. McCampbell

Corp. Perry



Col. Robertson

Comdr. Scott

combined aircraft of three task groups during operations against the Japanese in the Battle for Leyte Gulf, 25 Oct 1944, Comdr. McCampbell led his flight over the target area despite heavy antiaircraft fire and initiated coordinated strikes against the opposing force, sinking a medium aircraft carrier, a light cruiser, and two destroyers, and damaging a large aircraft carrier, a small aircraft carrier, two destroyers and a battleship during the heavy action.

★ PERRY, John W., Corp., USMCR, Cary, N. C. (posthumously): As leader of a rifle platoon, Company H, 3rd Batt., Twenty-Ninth Marines, Sixth MarDiv, in action against the Japanese in the Naha-Shuri sector of Okinawa Shima, Ryukyu Islands, 18 May 1945, Corp. Perry was in charge of the right flank platoon during an assault on a strongly-defended enemy ridge. On his initiative, he made his way to the top of the vital ridge despite enemy hand grenades for a reconnaissance, then returned to his platoon for a machine gun squad which he lead to an advantageous position. Taking an exposed position, he fearlessly directed its fire, neutralizing the enemy fire and making it possible for his platoon to gain its objective.

★ RAMAGE, Lawson P., Comdr., USN, New London, Conn.: As CO of the *uss Bumper* during a war patrol of that vessel in Japanese controlled waters from 29 Mar to 23 May 1944, he maneuvered his ship through

strong enemy attacks to sink four hostile ships totalling more than 30,000 tons.

★ ROBERTSON, Donn J., Col. (then Lt. Col.), USMC, Breckenridge, Minn.: As CO of the 3rd Batt., Twenty-Seventh Marines, Fifth MarDiv, in action against the Japanese on Iwo Jima, from 19 Feb to 23 Mar 1945, Col. Robertson voluntarily left his position in an advanced observation post and, moving along the front line troops, inspired his men to resume their attack and seize the crest of a strategic hill. With the battalion badly depleted and most of the other officers dead, he rallied his troops and persuaded them to dig in before the enemy launched a strong counterattack which threatened to force back the left flank of his forces. Refusing to permit complete withdrawal, he dashed through heavy machine gun fire to the endangered area and rallied the troops to an attack which regained 50 yards of lost territory. Col. Robertson then consolidated the left of his line with the battalion on the left and remained in the front lines throughout the night, encouraging his tired men to hold fast despite overwhelming odds.

★ SWINT, George, III, Lt. (jg), USNR, Nashville, Tenn.: As pilot in *TorpRon 20*, *uss Enterprise*, in action against the Japanese during the Battle for Leyte Gulf, 24 Oct 1944, Lt. (jg) Swint pressed home an attack, on an enemy battleship, flying through heavy antiaircraft fire to score a direct hit with his torpedo. He contributed materially to the success of his squadron in seriously damaging a major unit of the Japanese fleet.

★ TERRY, Morris L., Platoon Sgt., USMC, Oregonia, Ohio (posthumously): As a platoon leader serving with Company F, 2nd Batt., Twenty-Fifth Marines, Fourth MarDiv, during operations against the Japanese on Iwo Jima, 28 Feb 1945, when held up by overwhelming enemy fire after he had been ordered to seize high ground in front of his position, Platoon Sergeant Terry guided a tank toward an advantageous position. When the intensity of heavy fire forced the vehicle to withdraw, he directed the crew of a 75-mm. pack howitzer to a vantage point, carrying part of the weapon himself. He then took station in an exposed observation spot to point out targets for the gun. With the enemy fortifications partially reduced, he led his platoon in an attack and, reaching the high ground well in advance of his comrades, personally destroyed two enemy pillboxes, making possible complete neutralization of the enemy strong point.

★ WEYLER, George L., Rear Admiral, USN, Piedmont, Calif.: As commander, BatDiv 3, in action against the Japanese during the battle of Surigao Strait, Philippine Islands, 25 Oct 1944, Rear Admiral Weyler, standing by in readiness while a formid-

able column of Japanese entered Surigao Strait, threw the full power of his heavy guns on the surprised enemy and accomplished the sinking of two battleships and three destroyers before the enemy could reorganize to bring effective fire on our ships. His professional skill and leadership contributed heavily to the destruction of capital units of the Japanese fleet in their own waters.

★ WILLIAMS, Wiley T., Lt. Comdr. (then Lt.), USNR, Anding, Miss.: As pilot in *TorpRon 14*, *uss Wasp*, in action against the Japanese in the last battle of the Philippine Sea, 20 June 1944, Lt. Williams flew through intense antiaircraft fire to press an attack against a "very large" enemy fleet tanker, scoring two direct hits which started fires and explosions and contributed materially to the sinking of the ship. Following the attack, Lt. Williams flew his plane, which had been damaged by the antiaircraft fire, back to friendly forces and managed a successful water landing, which enabled both himself and his crew to be picked up by a friendly destroyer.

SILVER STAR MEDAL

Gold star in lieu of second award:

★ JONES, John F., Lt. Comdr. (then Lt.), USNR, Chatsworth, Ga.: Torpedo data computer operator, *uss Bang*, Pacific area, 27 Aug to 29 Sept 1944.

★ McCROBY, Woodrow W., Comdr. (then Lt. Comdr.), USN, Waelder, Tex.: Assistant approach officer, *uss Parche*, 2nd war patrol, 17 June to 16 Aug 1944.

★ MCGREGOR, Bob R., Capt. (then Lt. Comdr.), USN, San Francisco: CO, *uss Grouper*, 2nd war patrol, 28 Aug to 20 Oct 1942.

★ SHEA, Maurice W., Comdr. (then Lt. Comdr.), USN, Manitowoc, Wis.: Executive officer and assistant approach officer of *uss Redfin*, 19 Mar to 2 May 1944.

First award:

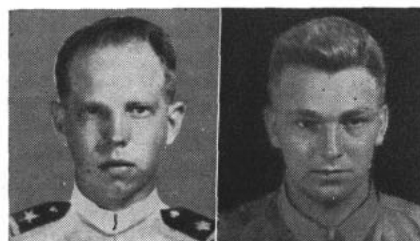
★ BECK, Lawrence A., Lt. (then Lt. (jg)), USNR, Long Beach, Calif.: OOD, *uss Tinosa*, 10 Jan to 4 Mar 1944.

★ BEWLEY, Frank A., Comdr., USNR, Edgewater, Md.: Diving officer, *uss Raton*, and assistant approach officer.

★ BIENIA, John P., Lt. Comdr. (then Lt.), USNR, Berkeley, Calif.: Engineering and diving officer, *uss Silversides*.

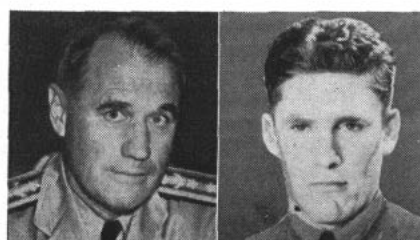
★ BLU, Robert E., Lt., USNR, Danville, Ill.: Pilot, *TorpRon 86*, *uss Wasp*, Kure, Japan, 19 Mar 1945.

★ BUNTING, Davis E., Lt. Comdr. (then



Lt. (jg) Swint

Sgt. Terry



Rear Admiral Weyler

Lt. Comdr. Williams

★ DECORATIONS

Silver Star (Cont.)

LT.), USN, Washington, D. C.: Torpedo data operator, *uss Archer Fish*, Honshu, Japan, 30 Oct to 15 Dec 1944.

★ CHEATHAM, Benjamin B., Comdr., USN, Santa Monica, Calif.: CO, *uss Coghlan*, Philippine Islands, 11-12 Dec 1944.

★ CHURCH, Hollis F., Jr., Lt., USNR, South Windsor, Conn.: Torpedo data operator, *uss Atule*, 9 Oct to 11 Dec 1944.

★ CURRIE, John P., Lt. Comdr., USN, Washington, D. C.: Approach officer of a submarine, 20 Oct to 12 Dec 1943.

★ DAVIS, Frank W., Lt., USNR, Canton, Tex. (posthumously): Rescued nine Marines, Saipan, 15 June 1944.

★ DECKER, Stiles M., Jr., Lt. Comdr., USNR, Annapolis, Md.: Engineering and diving officer, *uss Puffer*.

★ DEZELL, Walter J., Lt. (jg) (then Ens.), USNR, Portland, Ore.: Member of UDT, POA, 17 to 21 July 1944.

★ FARRENS, John H., Lt. (jg) (then Ens.), USNR, Chicago, Ill.: Member of UDT, 17 to 21 July 1944.

★ FRESE, Edwin W., Lt., USNR, Scarsdale, N. Y.: Torpedo data computer operator, *uss Pintado*, 16 May to 1 July 1944.

★ FROST, Clayton E., Lt. (then Lt. (jg)), USN, Denver, Colo.: Diving officer, *uss Seal*, 8 Aug to 17 Sept 1944.

★ FYFE, John K., Comdr. (then Lt. Comdr.), USN, Fitchburg, Mass.: CO, *uss Batfish*, 26 May to 7 July 1944.

★ GALMAN, John E., Jr., Lt. Comdr. (then Lt.), USNR, Honolulu, T. H.: Diving officer, *uss Gato*, 5th, 6th and 7th war patrols.

★ HAYLER, Frank E., Comdr., USN, Palos Verdes Estates, Calif.: CO, *uss Hake*, 6th war patrol, 5 Aug to 25 Sept 1944.

★ HESS, John B., Comdr. (then Lt. Comdr.), USN, The Dalles, Ore.: Assistant approach officer, *uss Swordfish*, 29 Dec 1943 to 7 Feb 1944.

★ JOHN, Clary L., Lt. Comdr. (then Lt.), USN, Eureka Springs, Ark.: Diving officer, *uss Seawolf*, 12 Dec 1943 to 27 Jan 1944.

★ JONES, Paul H., Lt. (jg) (then Ens.), USNR, Floral Park, N. Y.: MTB squadron, Pacific, 6 July 1944.

★ KELLEY, James W., Lt., USN, Egg Harbor City, N. J.: CO, LCIL-6, Okinawa Gunto, 4 May 1945.

★ KEPPORD, Ira C., Lt. (then Lt. (jg)), USNR, Muskegon, Mich.: Pilot, FitRon 17, South Pacific, 27 Jan to 27 Feb 1944.

★ KUEHN, Henry J., Lt. Comdr. (then Lt.), USNR, Seattle, Wash.: Torpedo data computer operator, *uss Picuda*, 17 Feb to 5 Apr 1944.

★ LESSON, Alfred D., Lt. (jg) (then Ens.), USNR, Boston, Mass.: CO, MTB 129, New Guinea, 3 May 1944.

★ LITTLEFIELD, David F., Lt. (then Lt. (jg)), USNR, Dayton, Ohio: OinC, *uss LCT (5) 199*, Normandy, France, 6 June 1944.

★ MACLAY, David S., Lt. Comdr. (then Lt.), USNR, New York, N. Y.: Service on *uss Hutchins*, DesRon 24, 25 Oct 1944.

★ MARSHALL, Stanmore B., Lt., USNR, Belton, S. C.: PT division leader, MTB Squadron 22, Ligurian Sea, September 1944 to March 1945.

★ MEACHAM, Robert C., Lt., USNR, Birmingham, Ala.: Radar officer, *uss Picuda*, Pacific areas, 13 July to 3 Oct 1944.

★ MOLLOY, Kenneth D., Lt. (then Lt. (jg)), USNR, Westbury, N. J.: CO, MTB 326, Geelvink Bay, New Guinea, 17 Aug 1944.

★ MOORE, Michael U., Lt., USN, Tacoma, Wash.: Torpedo computer operator, *uss Raton*, 6th war patrol, 6 Oct to 1 Dec 1944.

★ MCNEAL, Horace P., Lt. Comdr., USN, Suffolk, Va.: Diving officer, *uss Thresher*, 13th war patrol, 14 June to 27 July 1944.

★ RACINE, Vincent O., ChCAP, USNR, Mainstem, Mich.: UDT, Pacific Ocean areas, 17 to 21 July 1944.

★ ROBBINS, Orme C., Comdr., USN, Hayward, Calif.: CO, *uss Sterlet*, 1st war patrol, 4 July to 25 Aug 1944.

★ ROGERS, Robert K., Lt. (jg), St. Louis, Mo.: Member UDT, Pacific Ocean areas, 17 to 21 July 1944.

★ SHIRLEY, James A., Lt. Comdr., USNR, Warrington, Fla.: Pilot fighter plane, *uss Princeton*, Philippine areas, 21 Sept 1944.

★ SMITH, Robert L., Lt. Comdr., USNR, Puyallup, Wash.: Assistant approach officer, *uss Razorback*, 2nd war patrol, Pacific, 15 Nov 1944 to 5 Jan 1945.

★ STREET, George L., III, Comdr., USN, Richmond, Va.: Assistant approach officer, *uss Gar*, 10th war patrol, 16 Dec 1943 to 9 Feb 1944.

★ SUHRLAND, Leif G., Lt. (jg), USNR, West Hartford, Conn.: UDT, Saipan Island beaches, 14 June 1944.

★ TURNER, Thomas, Lt. Comdr., USN, Annapolis, Md.: Diving officer, *uss Tautog*, 10th war patrol, 24 Feb to 23 March 1944.

★ VAN GORDER, Keith, Lt. (then Ens.), USN, Sidney, Neb.: Torpedo officer, *uss Tinosa*, 27 Oct to 16 Dec 1943.

★ WHITE, Homer O., Lt., USNR, Norwood, Pa.: CO, *uss Thomas Say*, Okinawa Gunto, 4 May 1945.

★ WILKINSON, Eugene P., Lt. Comdr., USNR, San Diego, Calif.: Torpedo computer officer during 4th war patrol, *uss Darter*, 1 Sept to 24 Oct 1944.

★ XANDERS, William W., Lt., USNR, Des Moines, Iowa: CO, *uss LSM 14*, Okinawa Gunto, 4 May 1945.

LEGION OF MERIT

Gold star in lieu of fourth award:

★ BROOKMAN, Harold R., Capt., USNR, Dunlap, Ill.: Material officer on staff of CTF, prior to and during the amphibious invasion of southern France in August 1944.

Gold star in lieu of third award:

★ JOY, Charles T., Rear Admiral, USN, Coronado, Calif.: Officer in tactical command of vessels conducting salvage operations in the Pacific, 13 to 17 Oct 1944.

★ SALLADA, Harold B., Rear Admiral, USN, Norfolk, Va.: Director of the Planning Division, BuAer, and Director of the Planning Division in the Office of the Deputy of Naval Operations, 15 Apr 1942 to 18 Aug 1943; 18 Aug 1943 to 2 Oct 1943 and 1 June 1945 to 31 Aug 1945.

★ STRAUSS, Lewis L., Rear Admiral, USNR, New York, N. Y.: Special assistant to SecNav, with additional duty as Navy Member of the Executive Committee of the Joint Army-Navy Training in Industrial Mobilization, 1 Aug to 1 Nov 1944; and 1 Feb 1945 to 2 Jan 1946.

Gold star in lieu of second award:

★ DODGE, Harry B., Capt. (then Comdr.), USN, Portland, Me.: CO, *uss Seal*, 10th war patrol, Caroline Islands, 26 Jan to 1 Mar 1944.

★ KERR, Robert B., Lt. Comdr. (then Lt.), USNR, Alliance, Ohio: Radio and radar officer attached to the staff of CTF, prior to and during the amphibious invasion of Southern France, in August 1944.

★ MOSES, Charles W., Capt., USN, New York, N. Y.: Gunnery officer on staff of CTF, prior to and during the invasion of Southern France, August 1944.

★ RICHARDSON, Myron T., Capt., USN, Auburndale, Mass.: Plans and operations officer on staff of Commander Assault Force "U", Cherbourg Peninsula, France, 6 to 24 June 1944.

★ SULLIVAN, John R., Capt., USN, Duluth, Minn.: Staff of Commander, 3rd Amphibious Forces, during operations against enemy in the Philippines and Palau, 1 Apr 1944 to 15 Aug 1945.

First Award:

★ BARNES, William R., Comdr. (then Lt. Comdr.), USN, Annapolis, Md.: CO, *uss Ludlow*, aid in sinking submarine off Oran, Algeria, 18-19 May 1944.

★ CARPENTER, Stephen W., Comdr., USN, Compton, Calif.: Gunnery officer, *uss Colorado*, Philippine and Ryukyu Islands, 19 Nov 1944 to 22 May 1945.

★ ESBENSEN, Robert E., Lt., USNR, Chicago, Ill.: OinC, *uss LCT 35*, Anzio-Nettuno, Italy, January and February 1944.

★ GILBERT, Frank R., Lt. (then Lt. (jg)), USNR, Woodbridge, Conn.: CO, *LCI (G) 451*, Kwajalein Atoll, Saipan, Tinian, Marianas, Leyte, Lingayen Gulf and Philippine Islands, 1 Feb 1944 to 10 Jan 1945.

★ HODGMAN, William A., Capt., USN, Saratoga Springs, N. Y.: Organized and operated facilities for the maintenance of the South Atlantic Fleet both ashore and afloat, Recife, Brazil, 26 Feb 1941 to 10 Nov 1944.

★ HOERNER, Herbert L., Capt. (then Comdr.), USN, Palisades, Calif.: Assistant operations officer on the staff of Commander, 3rd Fleet, Ryukyu Islands, For-

RED RETURNS TO PLANE INSIGNE

The adoption of a new official insignie for military aircraft has returned the colors of the national ensign to Navy planes.

Unlike prewar insignie, which was dropped early in 1942 when it was found that the red circle inside a white star in a circular blue field looked too much like the Jap "meat-ball" for snap recognition, the new insignie adds red to the white and blue in the form of a horizontal bar centered in the present white bar.

The new insignie is the third adopted for U. S. military aircraft since the start of the war. The first variation from prewar style was the dropping of the red circle from the center of the design. Later, a horizontal white bar, blue-bordered, extending horizontally from the blue field, was added. This design remained standard throughout the war.

According to present custom, the dark blue paint of most Navy planes

forms the blue field of the insignie's circular background and border.



ALL COLORS of national ensign are back in U. S. plane markings. The red is in white bar on each side of star.

mosa, Luzon-Visaya-Mindanao areas in the Philippines, French Indochina bases and Hong Kong-Canton-Hainan areas, 24 Aug 1944 to 26 Jan 1945.

★ **HOLCOMB**, Harold R., Capt., USN, Annapolis, Md.: Commander of destroyer squadron, Aleutian and Kiska Islands, 6 Apr 1943 to 3 Sept 1943.

★ **JENNINGS**, Ralph E., Rear Admiral (then Capt.), USN, Washington, D. C.: CO, *uss Yorktown*, Battle of the Philippine Sea, 20 June 1944.

★ **LYON**, Rossmore D., Capt., USN, Poughkeepsie, N. Y.: Commander, Fleet Air Wing 16, 15 Apr 1943 to 10 Nov 1944.

★ **MALLARD**, John B., Capt., USN, Annapolis, Md.: Commander of a task group of tank landing ships during assaults on Japanese-occupied Lae, 4 Sept 1943, and Finschhafen, 22 Sept 1943.

★ **MCKINNEY**, Eugene B., Capt. (then Comdr.), USN, Sacramento, Calif.: CO, *uss Skate*, 2nd war patrol.

★ **McCOWN**, Henry Y., Capt., USN, Dallas, Tex.: Operations officer on the staff of the Commander-in-Chief, United States Fleet, Aug 1943 to Nov 1944.

★ **MILLETT**, John R., Comdr., USN, Grand Rapids, Mich.: CO, *uss Trathen*, 18 to 29 Oct 1944, in operations against Japanese forces.

★ **NICHOLS**, Chester L., Capt., USN, Long Beach, Calif.: Chief of Staff to the Commander, Moroccan Sea Frontier Forces, French Morocco, Nov 1942.

★ **OFSTIE**, Ralph A., Rear Admiral (then Capt.), USN, Everett, Wash.: CO, *uss Essex*, Caroline and Marianas Island Groups, 16 to 22 Feb 1944.

★ **PALMER**, Howard V., Jr., Lt. Comdr. (then Lt.), USNR, Piedmont, Calif.: CO, *uss LST 359*, Normandy, 12 July 1944.

★ **PRESCOTT**, John G. F., Comdr., USN, Los Angeles, Calif. (posthumously): Docking and repair officer of an advanced base sectional drydock, April 1943 to March 1944.

★ **RENDEL**, Paul T., Lt. Comdr., Southport, Conn.: Sinking or destroying more than 100 enemy barges, New Guinea, New Britain and Admiralty Islands, November 1943 to February 1944, as CO of Motor TorpRon 21.

★ **SAMPLE**, William D., Rear Admiral (then Capt.), USN, Arlington, Va. (posthumously): CO, *uss Hornet*, 20 June 1944.

★ **SABEN**, Maxwell B., Comdr., USN, Newport, R. I.: CO, Operating Facility in the South Atlantic, October 1941 to 10 Nov 1944.

★ **SESSIONS**, William A., Comdr. (then Lt. Comdr.), USNR, Great Neck, N. Y.: CO, *uss Gandy*, 16 Apr 1944, in sinking of German submarine.

★ **TYLER**, John P., Lt. Comdr., USNR, Baltimore, Md.: Force direction officer, on the staff of Commander Air Support Control Units, Marianas, Iwo Jima and Okinawa, June 1944 to April 1945.

★ **VANASSE**, Roland B., Capt. (then Comdr.), USN, Anthony, R. I.: CO, *uss Thurston*, Southern France, 15 Aug 1944.

★ **WAIT**, Delos E., Capt. (then Comdr.), USN, El Dorado, Ark.: Executive officer, *uss Block Island*, Atlantic Ocean, 29 May 1944.

★ **WASHBURN**, George A. T., Capt., USNR, Clinton, Okla.: CO, *uss Lunga Point*, Pacific War Area, 10 Feb 1945 to 14 Mar 1945.

★ **WILCOX**, Robert, Lt. Comdr., USCG, Brooklyn, N. Y.: CO *uss Joyce*, Atlantic Ocean, 16 Apr 1944, in sinking of German submarine.

★ **WILKINSON**, Edwin R., Capt., USN, San Mateo, Calif.: CO, Naval Advance Base, Efate, 15 Jan to 1 Aug 1943, CO, Naval Advance Base, Vella Lavella, CO, Naval Advance Base, Emirau, Aug 1943 to June 1944.

★ **YOUNG**, John A., Jr., Lt. Comdr. (then Lt.), USNR, Honolulu, T. H.: CO, *uss Menominee*, Palau Islands, 2 to 5 Oct 1944.

★ **ZIMMERMAN**, Stanley F., Lt. Comdr. (then Lt.), USNR, Brookline, Mass.: CO, *YMS 34*, Bay of Cagliari, Sardinia, Oct and Nov 1943.



GAS TURBINE for prop and thermal jet for tail boost power Navy's new XF2R-1 speedster, second in the Ryan Fireball series. Shark nose aids streamlining.

NAVY'S SHARK-NOSED 'PROPJET'

The Navy's first use of gas turbine engines to power aircraft is marked in the announcement of the new XF2R-1, which the Navy says "will probably be" in the 500-mile-an-hour class.

The gas turbine, a General Electric TG-100 "Propjet," powering a propeller in the nose, is boosted by an I-16 tail jet for peak performance in bursts of speed and a phenomenal rate of climb.

The plane is the second in the Ryan Fireball series, and differs from the first Fireball in the use of the nose turbine—instead of the conventional aircooled reciprocating engine.

The new engine provides the plane with the long, slim nose lines usually associated with the in-line liquid cooled engine, and aids materially in streamlining.

Successful flight tests at San Diego have shown that the turbine is practical for cross-country flights.

Total power developed by the XF2R-1's engines is greater than that of the first Fireball, and is attained with only a comparatively slight increase in weight.

The plane is 36 feet long, with a wingspan of 40 feet and an overall height of 13 feet, 11 inches. Standard fighter armament is carried.

DISTINGUISHED FLYING CROSS

Gold star in lieu of fourth award:

★ **BALLIET**, Letson S., Lt., USNR, Reno, Nev.: Pilot, torpedo plane, *uss Ticonderoga*, 16 Jan 1945.

★ **TORREY**, Philip H., Comdr., USN, Long Beach, Calif. (posthumously): Extraordinary achievement as commander of carrier-based air group, Marshall Islands, 29 Jan to 3 Feb 1944.

Gold star in lieu of third award:

★ **BALLIET**, Letson S., Lt., USNR, Reno, Nev.: Outstanding airmanship against enemy forces, 12 Jan 1945.

Gold star in lieu of second award:

★ **BLAIR**, William K., Lt., USNR, Toledo, Ohio: Pilot, *FitRon 2*, *uss Hornet*, 19 June 1944.

★ **CARMODY**, John W., Lt., USNR, Granite City, Ill.: Pilot of torpedo plane, *TorpRon 80*, *uss Ticonderoga*, China, 12 Jan 1945.

★ **HERRIMAN**, Fred C., Lt. Comdr., USN, Monett, Mo.: CO, Composite Squadron 85, *uss Lunga Point*, 17 Feb 1945.

★ **HOWELL**, James N., Lt. Comdr., USN, Coronado, Calif.: Pilot, *TorpRon 20*, *uss Lexington*, 9 Jan 1945.

★ **MABRY**, Dale F., Lt. (jg), USNR, Huntington Park, Calif.: Aerial flight, Nansei Shoto area, 1 Apr to 4 May 1945.

★ **McCUE**, Hartsel F., Lt., USNR, Grossmont, Calif.: Pilot, *TorpRon 13*, *uss Franklin*, 18 Oct 1944.

★ **MOLSBERGEN**, John M., Lt. (jg), USNR, Fresno, Calif.: Aerial flight, Nansei Shoto area and Balikpapan, Borneo, 5 May to 1 July 1945.

★ **RUSHING**, Roy W., Lt., USNR, McGehee, Ark.: Pilot, *FitRon 15*, *uss Essex*, 13 Sept 1944.

★ **SWINT**, George, III, Lt. (jg.), USNR, Nashville, Tenn.: Pilot, *TorpRon 20*, *uss Lexington*, Hong Kong, China, 16 Jan 1945.

First award:

★ **ANCENEY**, Charles L., Lt. Comdr., USNR, Milwaukee, Wis.: Aerial flight in Central Pacific areas, 28 Jan to 20 April 1945.

★ **ANDERSON**, Kenneth R., Lt. (jg), USNR, Seattle, Wash.: Pilot, *TorpRon 80*, *uss Ticonderoga*, Philippine area, 25 Nov 1944.

★ **ANDERSON**, William J., Lt. (jg), USNR, Milford, Ill.: Pilot of torpedo plane in *CompRon 20*, *uss Kadashan Bay*, 25 Oct 1944.

★ **ARTHURS**, Marvin M., Lt. Comdr., USNR, Sandpoint, Idaho: Pilot of torpedo plane in *BomRon 3*, *uss Yorktown*, French Indochina area, 12 Jan 1945.

★ **BALDWIN**, Charles A., Lt., USNR, Norfolk,

★ DECORATIONS

D.F.C. (Cont.)

Va.: Commander Navy bomber, in engagement with enemy submarine, 5 Nov 1943.
 ★ BENNETT, Edward E., Lt., USNR, Los Angeles, Calif.: Pilot of fighter, FitRon 19, *uss Lexington*, 23 Oct 1944.
 ★ BROWN, James S., Lt., USN, San Bernardino, Calif.: Pilot, FitRon 11, *uss Hornet*, Formosa, 9 Jan 1945.
 ★ CAMPBELL, Henry E., Lt., USNR, Dallas, Tex. (posthumously): Co-pilot of a Liberator, BomRon 104, Solomons area, 4 Dec 1943 to 8 Jan 1944.
 ★ CHURTON, Paul M., Lt. (jg), USNR, Columbus, Ohio: Pilot of a fighter plane, FitRon 14, *uss Wasp*, first battle of Philippines, 20 June 1944.
 ★ CUMMINS, Herschel M., Lt., USNR, Boise, Idaho: Commander of patrol plane, Pat-BomRon 13, Korea area, 14 May 1945.
 ★ FERGUSON, John A., Comdr., USN, Watertown, S. D.: Aerial flights, WesPac areas, 27 Mar to 16 July 1945.
 ★ FOWLER, Herbert S., Lt. (jg), USNR, San Francisco: Aerial flights, WesPac areas, 28 Apr to 24 July 1945.
 ★ GLENN, Eugene H., Lt. (jg), USNR, Chicago, Ill.: Pilot, TorpRon 2, *uss Hornet*, 21 Sept 1944.
 ★ GOVE, Willard T., Lt. Comdr., USNR, Walpole, Mass.: Leader, fighter plane group, FitRon 13, *uss Franklin*, Luzon Island, 15 Oct 1944.

Bugler's Delight

Who says there isn't any justice?
 Cpl. William Hill is a bugler at Marine Corps barracks in Peiping. A playful barracks-mate dumped a bucket of sand on him one morning at reveille. After careful consideration, a court handed down this ruling: The culprit must "tenderly arouse" Hill, the bugler, at 0615 each day for 30 days, and serve him coffee in bed.

★ GUENZI, Stanley J., Lt. (jg), USNR, Sterling, Colo.: Pilot of fighter, FitRon 14, *uss Wasp*, battle of the Philippine Sea, 20 June 1944.
 ★ HARMS, James H., Lt., USNR, Chicago, Ill.: Pilot and division leader, FitRon 3, *uss Yorktown*, Formosa area, 21 Jan 1945.
 ★ HENRY, George C., Lt., USNR, Marion Center, Pa.: Pilot, TorpRon 9, *uss Essex*, New Britain, Solomon Islands, 11 Nov 1943.
 ★ HIGEL, Charles E., Lt. (jg), USN, Missoula, Mont.: Pilot, Air Group 2, *uss Hornet*, first battle of Philippine Sea, 20 June 1944.
 ★ HOFFMAN, John A., Lt. (jg), USNR, Fremont, Ohio: Aerial operations, CentPac areas, 18 Dec 1944 to 12 Mar 1945.
 ★ HOOKER, Franklin, Lt. (jg), USNR, National City, Calif.: Pilot of torpedo plane, China coast area, 16 Jan 1945.

★ HOUGHAM, Howard D., Lt. (jg), USNR, Des Moines, Iowa: Aerial operations in WesPac areas, 26 Apr to 29 July 1945.
 ★ HOWELL, James N., Jr., Lt. Comdr., USNR, Corpus Christi, Tex.: Division leader, TorpRon 20, *uss Enterprise*, Okinawa Jima, 10 Oct 1944.
 ★ JONES, Robert J., Lt. (jg), USNR, Dover, Ohio: Pilot of fighter plane, FitRon 80, *uss Hancock*, Tokyo area, 16 Feb 1945.
 ★ KEFFORD, Ira C., Lt., USNR, Muskegon, Mich.: Pilot of fighter, FitRon 17, Solomons area, 27 Oct to 1 Dec 1943.
 ★ KROEGER, Frederick E., Lt., USNR, Wells, Minn.: Pilot of torpedo plane, TorpRon 23, *uss Princeton*, Solomon Islands and Bismarck Archipelago, 1 to 19 Nov 1945.
 ★ KRUEGER, Duane, Lt. (jg), USNR, San Luis Obispo, Calif.: Pilot of fighter, FitRon 27, *uss Princeton*, Leyte Gulf, 24 Oct 1944.
 ★ KURANT, Stanley P., Lt. (jg), USNR, Rutland, Vt.: Pilot, Night FitRon 90, *uss Enterprise*, Tokyo area, 16 Feb 1945.
 ★ LAMPMAN, George, Jr., Lt. (jg), USNR, Philadelphia, Pa.: Aerial operations, WesPac areas, 29 Apr to 17 July 1945.
 ★ LAVIN, Paul A., Lt. (jg), USNR, Leominster, Mass.: Pilot, FitRon 80, *uss Hancock*, Formosa and China areas, 3, 16 and 21 Jan 1945.
 ★ LONGINO, Walter B., Lt., USN, Atlanta, Ga.: Pilot, Air Group 8, *uss Bunker Hill*, Philippine Islands area, 21 Sept 1944.
 ★ MCCAULEY, Dungan H., Lt. (jg), USNR, Sausalito, Calif.: Pilot, BomRon 4, *uss Essex*, 14 Nov 1944.
 ★ MALONEY, James E., Lt. (jg), USNR, De-

PUBLICATION OFFERS NEW TOPICS FOR 'BULL SESSIONS'

Now the Navy offers the sailor an "escape" from the grim grotesqueries of the comic books, turning his attention to the bright realities of life in a world recuperating from a great war.

It's the Educational Services Section of BuPers, increasing from 500 to 2,000 the distribution of *Army Talk*, that provides the new opportunity. *Army Talk*, despite its wrangling title, is not much concerned with soldiering. *Army Talk* is a tabloid-size publication of several pages, issued weekly by the War Department and designed as fodder for discussion groups.

"Discussion group" as a parlor expression, meaning bull session. If the Navy's program is successful, sailors will be grinding more ivory than Mr. Steinway. The delightful feature, of course, is that this merely puts the official stamp of approval on something that's been going on for a long time.

Since boatswain's mates carried a length of knotted line, Navy men have been gathering under the break of the poop, on the fantail and in the ice machine room to chip teeth over any subject that fell to mind. Now they are being provided with a time, place, subject and leader for informal chin-chins.

Purpose of the Navy in promoting this sort of chatter is to help individual men to understand America's part in world affairs, the duties of the Navy in carrying out national policies, their own parts in the Navy and the conditions and responsibilities they may expect to meet as citizens.

Topics for the discussions, of

course, come from *Army Talk*, which also outlines points of disagreement, furnishes brief information on various phases of the subject and indicates sources of other material. It also gives the discussion leader questions and suggestions to help him keep the talk lively and open-minded.

Despite advance arrangements and the assigned topic, the Navy's desire is to maintain an informal, democratic atmosphere. The leader does not function as a lecturer, imposing his opinions on the group, but as a guide and referee whose chief concern is to see that every man gets his chance to air his hopes, prejudices, dreams and apprehensions.

Subject matter in each issue of *Army Talk* is thoroughly reviewed, cleared by Army and Navy intelli-

gence and public information as well as any other interested Government branch. It is checked for factual accuracy and care is taken to eliminate bias. Recent topics have been:

"What is the Price of Freedom?"

"How Well Educated Are You?"

"How Dependent Are We on International Trade?"

A series of discussion sessions on Duties of a Citizen in a Democracy included Prejudice — Roadblock to Progress, What We Have Learned Overseas about America and Will There Be Jobs?

Distribution of *Army Talk* is not new to the Navy. For nearly three years it has been mailed weekly to 500 full-time Educational Services Officers on ships and stations all over the world. Having proved its worth in morale and enlightened attitudes, *Army Talk* is to become a regular peacetime fixture of the Navy. Last November two issues, with explanatory letter, went to the skippers of all but the smallest ships. Additional mailings were made later.

BuPers also has sent to 2,000 addressees a questionnaire. From replies to this broadside a reorganized mailing list will be prepared about 1 April, eliminating those activities with no need for the material and adding others. Any ship or station, regardless of size, may requisition *Army Talk*, helpful books, pamphlets, maps and charts from BuPers. Related movies may be requisitioned from the nearest Training Aids activity.

If BuPers can arrange it, the sailor of the future will not have to get his information at the scuttlebutt and his opinions in the chow line.



THE WORLD and all its peoples provide subject for discussion in a new Navy program based on 'Army Talk.'

troit, Mich.: Aerial operations, WesPac, 2 Mar to 28 May 1945.

★ **McREYNOLDS**, John G., Lt. Comdr., USNR, Birmingham, Ala.: Pilot and flight leader, BomRon 4, *uss Essex*, Central and Northern Philippines, 11 and 13 Nov 1944.

★ **MURPHY**, John W., Lt., USNR, Anoka, Minn.: Fighter pilot, Composite Squadron 3, *uss Kalinin Bay*, Philippine Islands, 25 Oct 1944.

★ **NAFF**, George, Lt. (jg), USNR, Highland Park, Mich.: Fighter pilot, FitRon 18, *uss Intrepid*, Formosa, 14 Oct 1944.

★ **NALL**, Royce L., Lt., USNR, Pomona, Calif.: Fighter pilot, FitRon 15, *uss Essex*, Central Philippines, 13 Sept 1944.

★ **NIDA**, Henry, Lt. (jg), USNR, Detroit, Mich.: Aerial operations, WesPac, 3 Jan to 7 Apr 1945.

★ **NOBLE**, Claire E., Lt. (jg), USNR, Royal Oak, Mich.: Fighter pilot, FitRon 82, *uss Bennington*, Tokyo Bay area, 16 Feb 1945.

★ **OLSON**, Robert E., Lt., USNR, Denver, Colo.: Pilot of torpedo bomber, TorpRon 18, *uss Intrepid*, Philippine areas, 21 Sept 1944.

★ **OSTERHOUDT**, Raymond S., Lt. Comdr., USN, Buffalo, N. Y.: Pilot, TorpRon 3, *uss Yorktown*, Formosa, 3 Jan 1945.

★ **PORTER**, Raymond H., Lt. (jg), USNR, Rochester, N. Y.: Aerial operations, WesPac area, 29 Mar to 28 May 1945.

★ **RADFORD**, Jack F., Lt., USNR, Taft, Calif.: Fighter pilot, FitRon 4, *uss Essex*, Tokyo area, 16 Feb 1945.

★ **RAND**, Frank F., Jr., Ens., USNR, Flint, Mich.: Aerial operations, WesPac, 7 Mar to 13 June 1945.

★ **RANKIN**, John W., Lt., USNR, Charlottesville, Va.: Aerial operations, Pacific areas, 24 Mar to 30 Apr 1945.

★ **RICHARDS**, Langton, Lt. (jg), USNR, San Francisco, Calif.: Torpedo plane pilot, TorpRon 2, *uss Hornet*, Philippine Sea, 20 June 1944.

★ **RUSSELL**, Charles E., Lt. Comdr., USNR, Houston, Tex.: Division leader, FitRon 14, *uss Wasp*, first battle of Philippine Sea, 20 June 1944.

★ **SCOTT**, David A., Lt. Comdr., USNR, New York, N. Y.: Fighter pilot, FitRon 33, Solomon Islands-New Britain area, from 28 Aug 1944.

★ **SHELLEY**, James W., Lt. Comdr., USNR, Aynor, S. C.: Pilot and section leader, TorpRon 9, *uss Essex*, Rabaul, New Britain, 11 Nov 1943.

★ **SILZER**, Richard F., Lt. (jg), USNR, Chicago, Ill.: Co-pilot of Liberator off Okinawa, 12 Mar 1945.

★ **STOVALL**, Michael Corbett, Lt. Comdr., USNR, Wilmington, N. C.: Aerial operations, WesPac area, 29 Apr to 30 July 1945.

★ **TERRY**, William E., Lt., USNR, Jackson, Tenn.: Section leader and pilot, FitRon 14, *uss Wasp*, first battle of Philippine Sea, 20 June 1944.

★ **THOMPSON**, George G., Lt., USNR, New York, N. Y.: Fighter pilot, FitRon 88, *uss Yorktown*, Honshu Island, 24 July 1945.

★ **TREXLER**, Burton R., Lt. Comdr., USNR, Brooklyn, N. Y.: Pilot and division leader, TorpRon 4, *uss Essex*, French Indochina area, 12 Jan 1945.

★ **TYSDAL**, Harold H., Lt. (jg), USNR, Buffalo, Minn.: Pilot of a torpedo plane, Composite Squadron 20, *uss Kadashan Bay*, Battle off Samar, 25 Oct 1944.

★ **UPHAM**, Frank K., Comdr., USN, Santa Monica, Calif.: Fighter pilot, FitRon 81, *uss Wasp*, Southern China, 16 Jan 1945.

★ **VROMAN**, Donald W., Lt., USNR, Lapeer, Mich.: Aerial operations in the Philippine Islands area, 1 Jan to 6 Apr 1945.

★ **WADE**, Laurence J., Jr., Lt. (jg), USNR, Chicago, Ill.: Aerial operations, Pacific Ocean area, 30 Mar to 4 Aug 1945.

★ **WALL**, Charles G., Lt., USN, McComb, Miss.: Fighter pilot, FitRon 3, *uss Yorktown*, China Coast, 15 Jan 1945.

★ **WEST**, Robert G., Lt., USNR, Newport News, Va.: Pilot and section leader, FitRon 14, *uss Wasp*, first battle of Philippine Sea, 20 June 1944.

★ **WESTMORELAND**, William J., Lt. (jg), USN, Los Angeles, Calif.: Aerial operations, WesPac, 3 Jan to 5 Apr 1945.



Air News, NAS, Jacksonville, Fla.

★ **WILEY**, Thomas R., Lt., USNR, College Point, N. Y.: Navigator of patrol plane, PatBomRon 102, Kyushu, 6 Apr 1945.

★ **WILLIAMS**, John G., Lt. Comdr., USNR, Providence, R. I.: Pilot and division leader, TorpRon 18, *uss Intrepid*, Philippine Islands area, 21 Sept 1944.

★ **WILLIAMS**, Wesley R., Lt. (jg), USN, Rochester, N. H.: Fighter pilot, Night FitRon 90, *uss Enterprise*, Kyushu, 18 Mar 1945.

★ **WILLIS**, David H., Lt. (jg), USNR, San Francisco, Calif.: Aerial operations, WesPac, 6 Jan to 6 Apr 1945.

NAVY AND MARINE CORPS MEDAL

First Award:

★ **ASPER**, William L., Lt. (then Lt. (jg)), USNR, Fort Worth, Tex.: Rescue and evacuation of wounded personnel during sinking of *uss Tide*, 7 June 1944.

★ **BOYLAN**, Bernard R., Lt., USNR, Boston, Mass.: During rescue operations in Finschhafen Harbor, 23 Aug 1944.

★ **BROWN**, Milton H., Lt. (then Lt. (jg)), USNR, Pensacola, Fla.: Patrol plane pilot engaged in rescue operations, Midway Islands Area, 1 to 16 June 1944.

★ **BURKETT**, Raymond M., Lt. (jg) (then Ens.), USNR, Andale, Kans.: Saving plane from burning, Central Pacific, 19 Aug 1944.

★ **BYRD**, John E., MM3, USNR, Arnold, Md.: Rescuing pilot, Australian plane, Momoto Airstrip, SoPac, 24 Mar 1944.

★ **CAHILL**, Charles L., ARM3, USN, Boston, Mass.: Saving eight lives, Washington National Airport, 19 Aug 1946.

★ **CHACEY**, Donald V., Lt. Comdr., USN, San Diego, Calif.: Assistance in control of fire, *uss Chenango*, Okinawa, 9 April 1945.

★ **CLINE**, John F., Lt. (jg) (then Ens.), USNR, Powell, Wyo.: Rescuing man washed overboard, *uss Bang*, Pacific, 23 Aug 1944.

★ **HADLEY**, Robert B., Lt. (jg), USNR, Cuyahoga Falls, Ohio: Radar operator and navigator of torpedo bomber plane in Night TorpRon 90, attached to *uss Enterprise*, Bonin Islands vicinity, 26 Feb 1945, rescued pilot and crewman when forced down at sea.

★ **HALL**, Crowell C., III, Lt. Comdr., USNR, New York, N. Y.: Tactical command of MTB 121 and 353, north coast of New Britain Island, 21 Mar 1944.

★ **HARDY**, Irad B., Lt. Comdr. (then Lt.), USNR, Waltham, Mass.: Rescuing 40 Marines, Kwajalein Atoll, Marshall Islands, 31 Jan 1944.

★ **JENKINS**, James W., Lt. Comdr., USNR, Savannah, Ga.: Rescue of three men at Wakanoura Wan, Japan, 10 Oct 1945.

★ **LOVELAND**, Kenneth, Comdr., USN, Seattle, Wash.: CO, *uss Hobson*, Marseilles, France, 2 Oct 1944, in rescue operations of *uss Johns Hopkins*.

★ **McCLUNG**, Norvel M., Lt., USNR, Webster Springs, W. Va.: Rescue and evacuation

of wounded personnel during sinking of *uss Tide*, 7 June 1944.

★ **McGILLICUDDY**, Terry T., Lt. Comdr. (then Lt.), USN, Brooklyn, N. Y.: Extinguished fires and prevented possible major explosion, POA, 11 Feb 1944.

★ **McGUIRE**, Hudson L., Lt. (then Lt. (jg)), USNR, New York, N. Y.: Service on *uss LST 348*, when sunk, De Zammone, Italy, 20 Feb 1944.

★ **MORROW**, Melvin J., Lt. Comdr. (then Lt.), USNR, Baltimore, Md.: On *uss Charles R. Greer*, when a serious fire broke out on that vessel, 29 Mar 1944.

★ **MOSER**, Elwood J., RM1, USN, Easton, Pa.: Saving eight lives, Washington National Airport, 19 Aug 1946.

★ **NESBIT**, John P., Lt. (jg) (then Ens.), USNR, Baton Rouge, La.: Contributed to saving the lives of eight crew members of his patrol plane, Ellice Islands, 5 Sept 1944.

★ **REINERTSEN**, Bernhard R., Comdr., USNR, Alhambra, Calif.: MO, MCAS, Oahu, Hawaii, 21 May 1944.

★ **ROSEMAN**, Joseph A., Jr., Lt. Comdr. (then Lt.), USN, Norfolk, Va.: Rescued two men near Oahu, Hawaii, 14 Nov 1944.

★ **RUBEN**, Herbert E., Lt. (then Lt. (jg)), USNR, Chicago, Ill.: Service on *uss Zuni*, salvage operations in the Pacific, 7 Mar 1945.

★ **SCHROEDER**, Martin H., Lt. (then Lt. (jg)), USN, Long Beach, Calif.: Contributed to capture of German submarine U-505 off Cape Blanco, French West Africa, 4 June 1944.

★ **SECRET**, Richard B., Lt. (jg) (then Ens.), USNR, Gallon, Ohio: Heroic conduct while attached to MTBs 121 and 353, north coast, New Britain Island, 21 Mar 1944.

★ **SHAY**, Richard M., Lt. (jg) (then Ens.), USNR, Denver, Colo.: Rescued crewman and secured life raft for other survivors of sinking aircraft, SouWesPac, 26 Oct 1944.

★ **SMITH**, Gardner, Lt. Comdr. (then Lt.), USNR, Cazenovia, N. Y.: Assisted wounded man in clearing sinking ship, 24 Oct 1943.

★ **SPARROW**, John P., Lt. Comdr., USNR, Belmont, Mass.: Service on *uss Charles R. Greer*, when serious fire broke out, 29 Mar 1944.

★ **STARCEVICH**, Matthew P., Lt. (then Lt. (jg)), USNR, Mystic, Iowa: Rescue operations at NAAS, Los Alamitos, Calif., 25 Mar 1944.

★ **TRILLING**, Murray, Lt. Comdr. (then Lt.), USNR, Elmhurst, N. Y.: Provost Marshall, Navy Receiving Station 167, 24-25 Dec 1944.

★ **TURK**, George T., BM, USNR, St. Louis, Mo.: Assistance in control of fire, *uss Chenango*, Okinawa, 9 Apr 1945.

★ **WARNER**, William N., Lt. (jg) (then Ens.), USNR, Oakland, Calif.: Rescue operations of 48 men from *uss Twiggs*, off southern Okinawa Jima, 16 June 1945.



Holst, NavTraCen, San Diego

★ DECORATIONS

BRONZE STAR MEDAL

Gold star in lieu of second award:

- ★ FRAZEE, Murray B., Jr., Lt. Comdr., USN, Gettysburg, Pa.: During war patrol of *uss Tang*, 8 June to 14 July 1944.
- ★ HOLLINS, Harry B., Lt. Comdr., USNR, New York, N. Y.: Invasion of Marshall, Marianas and Philippine Islands.
- ★ MONTZ, Kermit W., Lt., USNR, Palmerston, Pa.: Netherlands East Indies, CO, PT boat.
- ★ PENTLAND, George H., Lt. (jg), USNR, Dallas, Tex.: 7th war patrol of *uss Gudgeon*, 13 Mar to 6 Apr 1943.

First award:

- ★ ATKINSON, Arthur K., Lt., USNR, Glen Cove, N. Y.: CO, PT boat SoWesPac, August 1943 to July 1944.
- ★ AYCOCK, Clifton G., Lt. Comdr., USN, Franklin, La.: OinC of reef medical party, invasion of Guam, Marianas Islands.
- ★ BABYAK, Joseph H., Lt., USN, Hasbrouck Heights, N. J.: Assistant Flag secretary, Assistant operations officer staff task force commander, invasion Southern France.
- ★ BALL, Horace G., Lt. (jg), USNR, Newport, Ark.: Boat wave officer, operations on Saipan, Marianas Islands, 15 June 1944.
- ★ BETZEL, Frederick A., Lt. Comdr., USN, Washington, D. C.: Diving officer during 4th war patrol of *uss Aspro*.
- ★ BLACK, Bruce L., Lt. (jg), USN, Dover, N. H.: Damage control officer, *uss Tautog*, 11th war patrol.
- ★ BRUUN, Finn A., Lt., USNR, Aberdeen, Wash.: Executive officer, *uss LST 472*, Solomon Islands.
- ★ CALVERT, James F., Lt. USN, Annapolis, Md.: Torpedo officer and computer aboard submarine in Japanese waters.
- ★ CHAMBERLIN, Joseph W., Lt. Comdr., USNR, Simons Island, Calif.: Fighter director officer aboard *uss Princeton*, Marianas Islands.
- ★ CHASE, Jay V., Comdr., USN, Oakland, Calif.: Engineering officer, *uss Oakland*, 5 Nov 1943 to 30 July 1944.
- ★ CLOUGH, Walter R., Lt., USNR, Cleveland,



North Islander, NAS San Diego

"No, I'm not outta uniform. I'm just trying out a new style of liberty blues which I designed."

- Ohio: Flag lieutenant, Staff ComBatDiv 5, 16 Feb to 14 May 1945.
- ★ COLEMAN, Lawrence W., Ens., USN, Los Angeles, Calif.: *uss Redfin* crew member during second war patrol, 19 Mar to 2 May 1944.
- ★ COLLINGWOOD, John F., Lt. Comdr., USN, Boston, Mass.: Executive officer, *uss Plunkett*, invasion of Southern France.
- ★ COWAN, Lonnie O., Ens., USN, Houston, Tex.: *uss Plunger*, 13 Jan to 8 March 1944.
- ★ CRANN, Lawrence B., Lt., USNR, Orange, N. J.: Diving officer, *uss Razorback*, 15 Nov 1944 to 5 Jan 1945.
- ★ CROMBO, Charles E., Jr., Capt., USN, Philadelphia, Pa.: Aide and flag secretary to CincLantFlt.
- ★ CRUPUP, John B., Lt. Comdr., USNR, Salisbury, N. C.: Assistant operations officer, staff of Commander, Landing Craft Flotillas, third Amphibious Force, June 1943 to May 1944.
- ★ CULP, Leslie E., Lt., USNR, Oakland, Cal.: CO, *uss LCS (L) 111*, Okinawa Island, April to June 1945.
- ★ DANA, Lawrence, Lt., USNR, Boston, Mass.: CO, *uss YMS 16*, October and November 1943.
- ★ DAVEY, Harry E., Jr., Lt. Comdr., USN, San Diego, Calif.: OD aboard *uss Herring*, 3rd war patrol, 6 Mar to 12 Apr 1943.
- ★ DIMMICK, William H., Comdr., USN, Scranton, Pa.: Gunnery officer aboard *uss Tuscaloosa*, invasion of France, 6 June 1944.
- ★ DREYER, Oscar F., Lt. Comdr., USN, St. Louis, Mo.: Executive officer, *uss McCall*, 7 June to 6 Aug 1944.
- ★ FELTER, John F., Lt. Comdr., USN, Akron, Ohio: Member, staff of CincLantFlt from July 1941 to Nov 1944.
- ★ FITTS, William W., Comdr., USN, Lincoln, Neb.: CO, *uss Braine*, Marianas Islands and First Battle of Philippine Sea.
- ★ FOGG, Charles W., Lt., USNR, Washington, D. C.: CO, landing craft gun boat, Marshall Islands, Jan and Feb 1944.
- ★ FORTUNE, Donald A., Lt., USNR, Fresno, Calif.: Boat captain of MTB squadron 27, Solomons, 2 May 1944.
- ★ FROBERGER, Laurence G., Brooklyn, N. Y.: Civilian member of construction crew serving with naval forces during defense of Wake Island, 1941.
- ★ FUCHEK, Linus C., Lt. Comdr., USNR, Buckley, Wash.: Transport beach master for *uss Pierce*, Saipan, 15 to 23 June 1944.
- ★ GANAHL, Richard G., Capt., USN, Salt Lake City, Utah: Navigator, *uss Colorado*, 19 Nov 1944 to 12 Feb 1945.
- ★ GIBSON, Lyman J., Lt., USNR, Portland, Ore.: Member fire control party, *uss Balboa*, 4th war patrol, 6 Feb to 19 Mar 1944.
- ★ GOERING, Walter E., Comdr., USNR, West

- Allis, Wis.: Mine sweeping planning officer, invasion of Southern France, Aug 1944.
- ★ GRANT, James D., Comdr., USN, Portsmouth, N. H.: CO, *uss Greenling* during 7th war patrol, 29 July to 17 Sept 1943.
- ★ GROUNDS, Emmett, ChCarp., USN, Powellton, W. Va.: For skillful organization of group of inexperienced artificers into highly-efficient repair forces aboard *uss Oakland*, in action 15 Nov 1943 to 30 July 1944.
- ★ GUGGENHIME, Richard E., Comdr., USNR, San Francisco, Calif.: Member staff CincLantFlt, Oct 1943 to Nov 1944.
- ★ GUINAN, Timothy J., Comdr., USN, Hartford, Conn.: OinC Combat Info Center, *uss Colorado*, 19 Nov 1944 to 22 May 1945.
- ★ HAMLIN, James G., Lt. (jg), USNR, Philadelphia, Pa.: OD, *uss Flasher*, 3rd war patrol, 19 June to 7 Aug 1944.
- ★ HARDMAN, Ward F., Comdr., USN, San Francisco, Calif.: Navigator, *uss Oakland*, 15 Nov 1943 to 30 July 1944.
- ★ HEG, James E., Lt. Comdr., USNR, Ashesboro, N. C.: Assistant torpedo data computer officer, *uss Bang*, 3rd war patrol, 27 Aug to 29 Sept 1944.
- ★ HOUSER, Harold A., Capt., USN, Washington, D. C.: Representative of ComSerSquad 10, 18 Aug 1944 to 1 June 1945.
- ★ IRVIN, William D., Capt., USN, Glenside, Pa.: CO, *uss Nautilus*, 8th war patrol, 24 Jan to 21 March 1944.
- ★ JONES, Richard L., Lt., USNR, Hollywood, Calif.: CO, LCG, Marshall Islands, Jan and Feb 1944.
- ★ KEFAUVER, Russell, Comdr., USN, Brooklyn, N. Y.: CO, *uss Tambor*, 9 April to 2 June 1944.
- ★ KUNHARDT, Robert M., Lt., USN, Norfolk, Va.: Torpedo data computer officer aboard *uss Sawfish*, 7th war patrol.
- ★ LEOS, Forrest A., Lt. Comdr., USN, San Diego, Calif.: Operations against enemy forces POA, July 1943 to Aug 1944.
- ★ LEVY, Louis K., Comdr., USNR, Canton, Mo.: As flight surgeon aboard *uss Princeton*, 24 Oct 1944.
- ★ LONG, Robert J. L., Lt., USN, Jacksonville, Fla.: Plotting officer, *uss Colorado*, POA, 19 Nov 1944 to 22 May 1945.
- ★ MCKEE, Tommy W., WT2, USNR, Dallas, Tex.: For heroic achievement as member of *uss Marathon* clearing channels along Japanese coast of pressure mines.
- ★ MCKNIGHT, John R., Capt., USN, San Diego, Calif.: CO, *uss Porpoise*, 4th war patrol, 30 Nov 1942 to 15 Jan 1943.
- ★ MORANZ, Vincent J., Comdr., USNR, Philadelphia, Pa.: CO of UDT at Okinawa Gunto, April to July 1945.
- ★ MONROE, Henry S., Comdr., USN, Ellsworth, Maine: CO, *uss Ronquil*, 1st war patrol, 31 July to 8 Sept 1944.
- ★ MULLEN, William T. J., Lt., USNR, Union, N. J.: Rescued survivors from PT boat,

HOW DID IT START?

Lucky Bag

It was just the sailor's way of being funny, but the men who owned articles found in the original "Lucky Bags" were anything but lucky. A less wry wit would have titled it, more aptly, "the Unfortunates' Bag."

In the genesis, all articles found adrift in the living compartments were placed in a bag called the lucky bag. Once a month, so a narrative of a cruise of the old *USS Columbia* relates, back in 1838, the bag was brought to mainmast. The owners of the articles, whose names appeared on these articles, would get them back, but would receive several lashes in the bargain for their carelessness in leaving the gear adrift.

Today, the lucky bag is usually a small compartment or large locker where masters-at-arms stow articles of clothing, bedding, etc., which have been found lying around the living compartments or bunks.



Invective Restrained

This particular skipper, despite a long Navy career that extended back to pre-World War I enlisted status, would be a distinct disappointment to those believers in the "old sea-dog" tradition. He had never been known to utter a salty oath and would not tolerate violent language in his presence.

The ship's anchor windlass was uncommonly slow and the source of much irritation to the captain. Alert observers in the wheel house often predicted that the windlass, if anything, would crack the old man's calm. They thought the time had come when, with the windlass slowly heaving 'round, the captain announced:

"I wish the man who made that windlass had..." His audience waited eagerly. "...to wait for the thing to pick up an anchor," the skipper finished.

Solomon Islands, night of 5 May 1944.

★ PAGE, Vernon C., Jr., Lt., USNR, Covington, Ky.: Plotting officer, *uss Sea Robin*, 2nd war patrol, 24 Feb to 29 April 1945.

★ PERKINS, William B., Comdr., USN, Bon Air, Va.: CO, *uss Burrfish*, 2nd war patrol, 14 April to 4 June 1944.

★ PFINGSTAG, Herbert J., Capt., USN, San Mateo, Calif.: Hull superintendent, production division, industrial department, Navy Yard, Pearl Harbor, T. H.

★ PHILLIPS, Keith R., Lt. Comdr., USNR, Los Angeles, Calif. (posthumously): OD, *uss Harder*, 1st war patrol.

★ PIE, John A., Lt., USNR, Newark, Del.: CO, LCG, Marshall Islands during January and February 1944.

★ POST, Charles K., Lt. Comdr., USNR, Long Island, N. Y.: CO, *uss Siren*, 15 Dec 1942 to 4 Oct 1943.

★ PYE, John B., Lt. Comdr., USN, Coronado, Calif. (posthumously): Torpedo computer officer, *uss Swordfish*, 30 May to 28 June 1944.

★ QUIRK, Martin A., Comdr., USNR, Miami Beach, Fla.: Medical officer, 4th Fleet and South Atlantic force.

★ RICHARDS, William G., Lt., USNR, Salt Lake City, Utah: Communications officer, *uss Thresher*, 13th war patrol, 14 June to 27 July 1944.

★ RIGLER, Frank V., Comdr., USN, Lexington, Va.: Communications officer in invasion of Southern France, August 1944.

★ ROSS, Phillip H., Capt., USN, Annapolis, Md.: CO, *uss Halibut*, 5th war patrol, 10 June to 28 Aug 1943.

★ RUBLE, Harold E., Comdr., USN, Albert Lea, Minn.: CO, *uss Piranha*, 1st war patrol, 14 June to 8 Aug 1944.

★ SCHLOSS, Harold W., Lt., USN, Brooklyn, N. Y.: CO, LCG, Marshall Islands, January and February 1944.

★ SHEEDY, Michael M., Jr., Lt., USNR, Buffalo, N. Y.: Gunnery officer of a DE which destroyed a submarine on 15 June 1944.

★ ST. JOHN-GILBERT, Oswald M., Lt. (jg), USNR, Los Angeles, Calif.: Boat wave officer during landing on Saipan, 15 June 1944.

★ STRETCH, Jesse J., Lt., USN, San Pedro, Calif.: Assistant Flag secretary, Staff ComSolant, 5 Jan 1943 to 10 Nov 1944.

★ STUDDERT, William W., Capt., USNR, New Bern, N. C.: CO, 18th CB, SouWesPac, 25 March to 24 May 1944.

★ SYNAN, James, Lt., USNR, San Francisco, Calif.: CO, support landing craft during invasion of Okinawa, April to June 1945.

★ TAYLOR, Jerry H., Jr., Comdr., USN, Decatur, Ga.: Supply officer, *uss Tuscaloosa*, invasion of Southern France, 6 June 1944.

★ UTEGROVE, William E., Lt., USNR, Maplewood, N. J.: Gunnery officer, invasion of France, *uss Fitch*, 6 June 1944.

★ WAKELIN, Edmund F., Lt. (jg), USNR, Holyoke, Mass.: CO, PT 134, Nightingale Bay, New Guinea, 7 May 1944.

★ WATERMAN, John R., Capt., USN, Haddonfield, N. J.: CO, *uss Barb*, 7th war patrol, 2 March to 25 April 1944.

★ WEST, Walter B., Comdr., USN, Fort Worth, Tex.: Medical officer South Atlantic forces from April 1943 to Nov 1944.

★ WESTLUND, Kenneth A., Lt., USNR, Coronado, Calif.: Communications officer, staff 3rd Amphib Group, Dec 1943 to Aug 1945.

★ WHITE, Charles R., Jr., Lt., USNR, Newport, R. I.: Division leader of PT squadron 27, night of 3 May 1944.

★ WICKENS, Justice L., Comdr., USN, Greensburg, Ind.: Navigator, *uss Colorado*, Ryukyu Islands, 21 March to 22 May 1945.

★ WILSON, Edward W., Comdr., USNR, Pittsburgh, Pa.: Commander of Red Assault Group, landing on Cherbourg Peninsula, France, 6 June 1944.

★ WINTERHALER, Emile R., Capt., USN, Santa Monica, Calif.: Meritorious service during invasion of France, Aug 1944.

★ WOOD, William B., Lt. Comdr., USN, St. Petersburg, Fla.: Plotting officer, *uss Tambor*, 5 Jan to 5 March 1944.

★ WOODLAND, Louis A., Comdr., USNR, Auburndale, Mass.: Navigator and executive officer, *uss Monrovia*, March 1944 to Sept 1945.



NAVAL TRAINING Center men take on Marine airmen from El Toro, Calif., in Fifth Street Gym, San Diego, where seven basketball leagues are in action.

NAVY FIELD IS SPORTS CAPITAL

When the fleet's in at San Diego, seafaring men find a "million-dollar" sports and recreation park awaiting them just a step from the Fifth St. landing: Navy Field.

It didn't really cost that much, not in terms of dollars, anyway. But it does represent about a million dollars' worth of cooperation between the hospitable City of San Diego, the federal CWA and SERA of depression days, and the Navy, whose working parties made much of the project possible.

Sports and recreation facilities at Navy Field can accommodate thousands of players and spectators every day. Two complete gymnasiums, three baseball diamonds, eight softball diamonds, eight concrete tennis courts, a football field and a touch football field, swimming pool, gear locker and locker rooms, not to mention the grandstands, can handle a pretty large share of the fleet without overcrowding. In addition there's the Picnic Arbor, for 1,000; the Tropical Gardens, a night clubbish affair for 700, and the Trophy Room for intimate parties of 200 and less. There's a ship's service, too, and a recreation room for the snooker sharks.

Navy Field is as much an institution of San Diego as it is of the Navy. In the '20s and early '30s, San Diego extended carte blanche to Navy men, urged them to make themselves at home in the Harbor Recreational Area and Ball Park, a tract of land at the foot of Broadway between the Santa Fe tracks and Harbor Drive. That was in the days before Pacific Coast League baseball came to San Diego and the area which has since become known as Lane Field was

termed "Navy Field," and leases and other rental arrangements between the city and professional promoters always contained clauses to guarantee that Navy men would have free use of the facilities except when they were used for scheduled games or programs.

In 1933 a San Diego Chamber of Commerce group, the San Diegans, sparked a drive which wound up with the San Diego Harbor Board, CWA and SERA clearing and leveling 22 acres of reclaimed land that later became Navy Field. The San Diego Union reported on 27 Aug 1935:

"Complete and ready for use, the new recreational field at the foot of 5th Ave. was formally turned over to the Navy at impressive ceremonies yesterday when Admiral Joseph M. Reeves, Commander-in-Chief, dedicated San Diego's donation to the fleet. And then, just to make the affair official, the *uss Dobbin*, present all-Navy champion, defeated the San Diego All-Stars 2-1, in a spectacular game featuring the afternoon's program."

Later improvements enlarged the field to 27.84 acres and added a host of facilities. Labor for much of this project was provided by working parties from Commander Destroyers, Battle Force.

The Fleet plays baseball 52 weeks a year at Navy Field, but seasonal emphasis is seen in other sports. Right now, basketball is in the spotlight, with, in addition to novice play, some 630 men of 42 teams playing in seven leagues.

San Diego enjoys Navy Field, too. The local citizenry forms in stand-up crowds whenever the Navy men put on a championship match.

THE BULLETIN BOARD

COs Directed to Speed Enlisted Men's Requests For Family Allowance

Marine COs were directed to permit enlisted men to apply for family allowance and to forward applications immediately to Headquarters USMC, Almar 16-47 announced.

Failure or refusal of COs to permit enlisted men to apply for family allowance in accordance with paragraphs 2(b) and 6(b) MarCorps Ltr. of Inst. 931, and failure to forward applications to Director of Personnel, MarCorps (Casualty Division), have resulted in delay of family allowance payments and hardships to dependents.

Directives to permit any enlisted man to apply for family allowance benefits are also applicable to naval commands, BuPers pointed out. Naval directive on the subject is Alnav 431-46 (NDB, 15 Aug 1946), and BuPers is the agency which is required to take action on such applications, and to which they should be addressed.

Investigations and requests for documentary evidence to support family allowance applications, when necessary, will be made by Director of Personnel, MarCorps, or Director of Dependents Welfare, BuPers, as appropriate.

Philippine Independence Ribbon Area

BuPers has issued a clarification of the boundaries of the area in which service personnel must have served to be eligible for the Philippine Independence Ribbon.

Award of the ribbon was announced in Alnav 641-46 (NDB, 31 December) (see ALL HANDS, January 1947, p. 53). It may be worn by service personnel who were on active duty in "Philippine territory or territorial waters" on 4 July 1946, the date of Philippine independence. The ribbon takes precedence next after the Philippine Liberation Ribbon.

BuPers Circ. Ltr. 32-47 (NDB, 28 February) announced that—for purposes of determining eligibility for the award, "Philippine territory or territorial waters" shall be construed to mean the Philippine Archipelago (except Palmas Island). Page 2 of the U. S. Coast and Geodetic publication, "Coast Pilot, Philippine Islands—Part 1, Luzon, Mindoro and Visayas," states the boundaries of the archipelago.

The accompanying map shows the boundaries referred to, and, where necessary, degrees of latitude and longitude have been added for clarity.

Special Ceremonies Mark Submarine Day 11 April

Submarine Anniversary, 11 April, this year will mark the 47th anniversary of the commissioning of *USS Holland*, first submarine in the U.S. naval service. It is planned that observance of this anniversary will become an annual event.

The day will be marked by special ceremonies across the nation. Naval leaders will speak at public gatherings in all naval districts, and in many districts the public will be able to visit submarines tied up at local piers. Press releases were being prepared to tell previously unrevealed stories of the U.S. submarine war in the Pacific.

Regular NATS Flights Open to Dependents

Authority to transport dependents by means of NATS, given in Alnav 582-46 (NDB, 15 November), applies only to regularly scheduled flights.

This clarification of the earlier directive was announced in Alnav 50-47 (NDB, 15 February), which stated that requests for travel of dependents by any other naval aircraft shall be referred to SecNav.

Electronics Training Offers Chance for Good Rate; Shortage Critical

ETM and AETM training remains a wide-open chance for a skyrocket career in the Navy. Critical shortages in these ratings brought announcement in Alnav 37-47 (NDB, 15 February) that requests for assignment to ETM and AETM are urgently desired from regular Navy personnel.

Provisions for rapid advancement in rating during training were outlined in BuPers Circ. Ltrs. 5-47 (NDB, 15 January) and 18-47 (NDB, 31 January) (also see ALL HANDS, March 1947, p. 56).

The qualifications are:

- Two and one-half years' obligated service from date of entry into school.

- Minimum scores in General Classification, Arithmetical Reasoning and Mechanical Knowledge Tests not less than 55.

Not eligible are personnel previously graduated from or released as inapt, from radio materiel training. Also not eligible are CPOs in all ratings and men in the following ratings: FC, AERM, PHOM, PR, SK, Y, PRTR, PRTRL, PRTRM, and specialist and special artificer ratings.

However, if COs consider any men in the excluded ratings as especially qualified for electronics technician training, special recommendation may be submitted to BuPers.

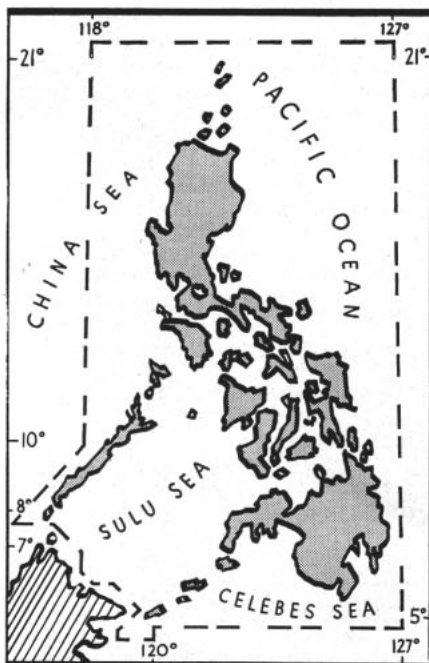
Requests from personnel attached to shore activities must be forwarded to BuPers; requests from fleet personnel must be forwarded to ComServ Pac or ComServLantSuborComd. Requests from hospital corpsmen must be forwarded to BuPers via BuMed.

Qualifications for ETM and AETM training stated in Alnav 290-46 (NDB, 15 June 1946) have been cancelled.

OQ Jackets Should Be Sent to ND Commandants

BuPers has reminded Naval Reserve officers, who have been released to inactive duty, that they should forward their Officer's Qualification Jacket (NavPers 305), and included forms, to their naval district commandant. The records are given into custody of each officer at time of separation.

The records are required by district commandants, who are charged with maintaining a record of each Reserve officer in the district, whether such officer is or is not affiliated with a Volunteer or Organized Reserve unit. Records will be made available to individual officers upon application to the commandant holding the records, but must be returned to the commandant when no longer required.



Map by All Hands artist shows area.

Rates of Subsistence Increased for Men Traveling on Orders

Rates of subsistence for enlisted men while traveling on duty were revised by Alnav 48-47 (NDB, 15 February), effective midnight 14 February. The new rates provide:

- \$1 per meal when travel is performed at personal expense subject to reimbursement at the rate of three cents per mile.

- \$1.25 per meal when cash is advanced on orders involving travel by rail or steamer requiring meals to be taken in dining car or in dining room on boat.

- \$1 per meal when cash is advanced on orders involving travel by any means, but when procurement of meals in dining car or aboard boat is not required or anticipated.

- Not to exceed \$1.25 per meal required to be taken in dining car or on boat, or not to exceed \$1 per meal taken elsewhere, when such meals are taken on Navy or Marine Corps meal tickets or emergency receipts.

Alnav 48 cancelled Alnav 606-46 (NDB, 30 Nov 1946), subject of which was meal tickets.

Issuing officers were directed to change numerical figures appearing on meal tickets from 75 cents and \$1, the old figures, to \$1 and \$1.25, the new rates.

CEC Ensign Appointments Open to Naval Personnel; Qualifications Outlined

Naval personnel may apply for appointment to the rank of ensign, USN, in the CEC under the same quota established by BuPers Circ. Ltr. 247-46 (NDB, 31 October), which authorized appointments of assistant civil engineers with rank of lieutenant(jg), (see ALL HANDS, December 1946, p. 53).

The qualifications for appointment as ensign are the same as for lieutenant(jg) with the following exceptions:

- Professional or related military experience is not required. However, a candidate must be a graduate of an accredited college or university with a scientific degree in engineering.

- Age limits for applicants: not less than 21 nor more than 26 on 1 July of the year in which appointed. Enlisted personnel who, immediately prior to appointment, have served continuously in the regular Navy for not less than four years, are eligible to apply if they are not more than 32 years and 4 months old on date applications are forwarded. Warrant officers may apply if they are less than 32 and have served three years as warrant officers by 30 June of the year in which appointment is made.

In addition to the application papers and documents required, the candidate will submit in his own handwriting

'CAREFUL USE OF EVERY DOLLAR'

A message of greatest importance to the naval service was stated in Alnav 56-47 (NDB, 28 February). It is here quoted in full:

"The economic, business and governmental task which the United States government faces in the years immediately ahead is one of enormous proportions.

"Our national debt exceeds \$260,-000,000,000. Interest charges of 5 billion dollars on this debt are a fixed expenditure. So, too, are 7 billion dollars for the care and benefit of veterans. Eleven-and-a-half billion dollars for the Army and the Navy plus the expenses of running the rest of the government bring the expenditure total to 37 billion dollars. This is the basis of the budget the President submitted to Congress.

"The raising of funds to support such a budget and to provide for some reduction in the national debt is a great burden. All officers and employees of the federal government must cooperate with the President and with Congress in reducing expenditures to a minimum. The Navy knows that no enemy forces could ever deal the Navy a more serious blow than would result from domestic fiscal and economic instability. The Navy must help to forestall such instability by providing itself the most efficient and economically operating organization in America.

"No question is pending in the Congress as to the actual need for strong and capable military naval establishments to insure our national security. Differences of opinion have arisen as to the degree to which our military and naval appropriations can safely be reduced. This constitutes no valid ground for criticism of the efforts of members of Congress to achieve their broad economy objectives. Only by proving to Congress that we are making every possible effort to spend appropriated funds wisely and carefully can we obtain our minimum requirements.

"The entire naval establishment—officers, enlisted men and civilian personnel—must accept the responsibility of making every effort to eliminate all unnecessary spending and to achieve administrative efficiency in dealing with the appropriated funds. All hands should bear in mind that examples of waste, carelessness, or inefficient use of public monies do great damage to the interest of the Navy as a whole. Even a single case of negligence can be used as a powerful argument against the validity of our entire schedule of requests from Congress.

"We can best insure obtaining the funds we need for a strong and vigorous Navy by demonstrating our ability to make wise and careful use of every dollar that is entrusted to us."

ing a 500-word autobiography stating education, employment and other pertinent facts.

An appraisal of the candidate's character and professional fitness for the appointment will be made by a CEC officer who will interview candidates who are considered qualified for the appointment by their COs.

No professional examination is required. Application papers of candidates whose appointments are satisfactory to BuPers will be delivered to the CEC Naval Examining Board for consideration.

Surplus BuPers Manuals, Navy Regulations Needed

Commands have been requested to forward surplus copies of BuPers Manual and Navy Regs—regardless of condition—to the appropriate East or West Coast distribution center for reissue.

BuPers Circ. Ltr. 34-47 (NDB, 28 February) said that the supply of new copies of BuPers Manual is completely exhausted, and that the supply of Navy Regs available for distribution is running low. Until revised issues are printed, strict economy will be required.

Addresses for the Navy Publication Distribution Centers are: Cheatham Annex, NSD, Williamsburg, Va., and Foot of 34th St., Oakland 4, Calif.

Membership in Reserves Growing 25,000 a Month; Total More Than 600,000

First statistics released by the Naval Reserve since the end of the war showed more than 604,000 officers and men as members as of 1 February, with membership growing at the rate of more than 25,000 monthly during the early months of this year.

More than 12,000 officers and 39,000 men are taking part in the Reserve in a drill pay status. They receive a full day's pay of their rank or rating for each drill attended. Training drills are being conducted by more than 625 Organized Reserve surface and submarine divisions in cities all over the country. Aviation training is offered by 22 Naval Air Reserve training units.

Regular meetings are being held by 119 electronics warfare companies, and various other special Reserve components—including CEC, stevedore, Medical and Supply Corps and ordnance—are holding regular training sessions.

Veterans of any of the armed services, and non-veterans in age group 17-18½ and 30-40, are eligible to apply, and enrollment may be made at any Navy recruiting activity or traveling recruiting unit, or at time of separation.

U.S. and Canada to Retain Joint Defense for Security

The United States and Canada will continue, as in wartime, to coordinate their national defense establishments. This was revealed in an announcement in Washington and Ottawa.

Briefly, the agreement provides for:

- Interchange of selected personnel to increase understanding of each country's defense measures.
- Exchange of observers for exercises and development of material of common interest.
- Gradual mutual standardization of the two countries' armed services.
- Reciprocal availability of defense facilities.

Text of the Canadian-U.S. announcement follows (not to be used for official purposes):

"Announcement was made in Ottawa and Washington of the results of discussions which have taken place in the Permanent Joint Board on Defense on the extent to which the armed forces of the two countries should be maintained in this post-war period.

"In the interest of efficiency and economy, each Government has decided that its national defense establishment shall, to the extent authorized by law, continue to collaborate for peacetime joint security purposes. The collaboration will necessarily be limited and will be based on the following principles:

"(1) Interchange of selected individuals so as to increase the familiarity of each country's defense establishment with that of the other country.

"(2) General cooperation and exchange of observers in connection with exercises and with the development and tests of material of common interest.

"(3) Encouragement of common designs and standards in arms, equip-

ment, organization, methods of training and new developments. As certain United Kingdom standards have long been in use in Canada, no radical change is contemplated or practicable and the application of this principle will be gradual.

"(4) Mutual and reciprocal availability of military, naval and air facilities in each country; this principle to be applied as may be agreed in specific instances. Reciprocally each country will continue to provide with a minimum of formality for the transit through its territory and its territorial waters of military aircraft and public vessels of the other country.

"(5) As an underlying principle all cooperative arrangements will be without impairment of the control of either country over all activities in its territory.

"While in this, as in many other matters of mutual concern, there is an identity of view and interest between the two countries, the decision of each has been taken independently in continuation of the practice developed since the establishment of the Joint Defense Board in 1940.

"No treaty, executive agreement or contractual obligation has been entered into. Each country will determine the extent of its practical collaboration in respect of each and all of the foregoing principles. Either country may at any time discontinue collaboration on any or all of them. Neither country will take any action inconsistent with the Charter of the United Nations. The Charter remains the cornerstone of the foreign policy of each.

"An important element in the decision of each Government to authorize continued collaboration was the con-

viction on the part of each that in this way their obligations under the Charter of the United Nations for the maintenance of international peace and security could be fulfilled more effectively.

"Both Governments believe that this decision is a contribution to the stability of the world and to the establishment through the United Nations of an effective system of world-wide security. With this in mind, each Government has sent a copy of this statement to the Secretary General of the United Nations for circulation to members.

"In August, 1940, when the creation of the board was jointly announced by the late President Roosevelt and Prime Minister (W. L. Mackenzie) King, it was stated that the board 'shall commence immediate studies relating to sea, land and air problems, including personnel and material. It will consider in the broad sense the defense of the north half of the Western Hemisphere.'

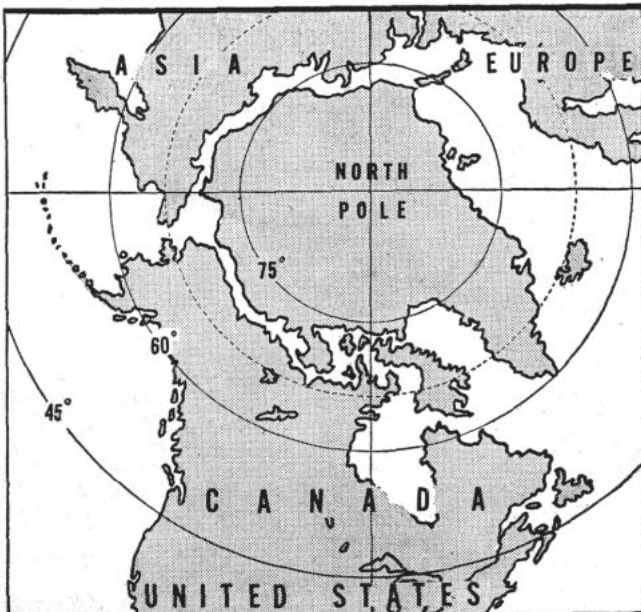
"In discharging this continuing responsibility the board's work led to the building up of a pattern of close defense cooperation. The principles announced today are in continuance of this cooperation. It has been the task of the Governments to assure that the close security relationship between Canada and the United States in North America will in no way impair, but on the contrary will strengthen, the cooperation of each country within the broader framework of the United Nations."

Slim Funds Cut Per Diem For TD Under Instruction

To provide maximum training instruction despite a slim travel budget, and to insure uniformity in orders involving per diem, Alnav 32-47 (NDB, 15 February) provided that the following paragraph must be included in temporary additional duty and change of duty orders which specify per diem to naval and Marine Corps officers, and which involve travel and temporary duty under instruction at service schools physically located at naval or Marine Corps activities.

"Reimbursement for the travel involved will be on a basis of \$7 per diem in accordance with paragraph 4153 U.S. Navy Travel Instructions. No per diem will be allowed while at 'location' unless government quarters are not available, in which case a per diem of \$4 will be allowed."

This paragraph should be included only in orders involving temporary duty under instruction at service schools. Orders already issued on which travel has been started may be modified by the command issuing original orders, but such modifications are not effective until actually received by the officer concerned.



NORTH POLE area is brought to the fore of world interest by a joint defense agreement between the United States and Canada. The two nations have agreed to provide joint security through study of each other's defense plans, through the exchange of observers and standardization of arms.

Enlisted Aviation Pilot Rating to Be Dropped; Present Holders Change

The enlisted rating of aviation pilot will be a thing of the past when the new rating structure (ALL HANDS, March 1947, p. 48) goes into effect.

The rating will be retained only as an exclusive emergency service rating and will be held only by members of the Volunteer Reserve and Fleet Reserve and retired enlisted personnel, it was announced by BuPers Circ. Ltr. 28-47 (NDB, 28 February).

Personnel in this rating who have not previously held another aviation rating, the functions of which will remain in the postwar rating structure, should be given all possible assistance immediately to prepare them for a change to another aviation rating of equal pay grade. When revised qualifications for advancement in rating under the new structure are published, the training of such personnel should be properly channeled for the particular rating in which they best qualify. It is expected that the qualifications will be issued about 1 July.

All enlisted aviation pilots shall qualify for one of the general service aviation ratings given for the new rating structure and shall be prepared to change to those ratings when the new rating structure goes into effect. Designation of these men as naval aviation pilots, their assignment to duty involving flying, and their right to wear the naval aviation pilot insignia will not be affected by such changes in rating.

COs of ships or stations having enlisted aviation pilots under their command were directed by the letter to ascertain prior to 1 July the existing aviation rating for which these personnel are considered best suited, and to submit recommendations to BuPers concerning individuals who it is felt should have special training to assist them in qualifying for change in rating.

Requirements Listed For Advancement of Enlisted Reservists

Requirements for advancement in rating of enlisted personnel of the Naval Reserve have been published in Naval Reserve Multiple Address Letter No. 6-47. The letter includes procedures for advancement of O1 and O2 personnel in drill pay status; classes V1, V2 and V3 in drill pay or non-drill pay status; class V6 (inactive); and classes V6 and V10 on active duty under orders reading, "Appropriation chargeable Naval Reserve."

Reserve enlisted personnel wishing particulars of the promotion plan may find copies of NRMAL 6-47 at any Naval Reserve ship or armory, and at the headquarters of district commandants and district directors of the Naval Reserve.

Policies Listed on Future of Enlisted Men Not Physically Qualified for Full Duty

Policies on disposition of enlisted personnel not physically qualified for full duty were stated in a BuPers-BuMed Joint Letter of 11 February (NDB, 15 February), which cancelled many previous directives on the subject.

The joint letter stated the general policy of the Navy is not to retain in postwar service men physically qualified for limited duty only, except:

- Partially disabled combat-wounded personnel who desire to remain on active duty and whose services can be utilized (see ALL HANDS, March 1946, p. 20);

- Partially disabled former prisoners-of-war whose disability was incurred while a POW, or as a result of having been a POW, who desire to remain on active duty and whose services can be utilized.

The letter directed that enlisted personnel who are considered to be not physically qualified for all the duties of their rating must go before a board of medical survey for evaluation of their physical condition, and recommendation as to disposition. If found by board of medical survey to be not physically qualified for all the duties of their rating, they normally will be recommended for discharge (unless they were combat-wounded or POWs, as mentioned above).

The following categories of enlisted men who were retained on limited duty under previous directives or specific BuPers authorization will be brought before a board of medical survey. Final action on these reports will be taken by BuPers after recommendation by BuMed:

- Partially disabled combat-wounded men and partially disabled ex-POWs (see below).

- Men whose disabilities are the result of disease incurred in combat areas, the disease being peculiar to the area (such diseases as filariasis and malaria).

- Men who are temporarily unfit to perform the duties of their rating by reason of combat or operational fatigue. (Men shall not be discharged from the service under such a diag-

nosis. If the individual is unfit for service, and does not require additional treatment, a diagnosis more representative of the basic disability will be established.)

- Men whose duty classification is SA, regardless of whether actually placed in a "limited duty" status.

- All others retained on limited duty under specific BuPers authority, except those retained on limited duty because of motion sickness (see below).

Combat-wounded and ex-POWs with disabilities incident to their imprisonment may be retained in the service until expiration of their voluntary terms of enlistment, or BuPers will authorize their discharge by reason of medical survey (disability) if they request it in writing. Those whose voluntary terms of enlistment have expired may apply for reenlistment, in which case consideration will be given to waiving their combat-incurred disability for purpose of *reenlistment*. Inductees or USNR men may receive like consideration for purpose of *enlistment* in USN.

Reports of medical survey forwarded shall include information as to whether the individual desires to remain in the Navy, and, if so, whether his retention in active service will be likely to result in aggravation of his disability and the type of duty he is thought capable of performing. A signed statement of the man as to the action he desires shall be forwarded with the report.

Persons retained on limited duty because of motion sickness shall be transferred to a separation activity for discharge without necessity of reappearing before a board of medical survey.

Railroads, Bus Lines Cancel Furlough Rates For Service Personnel

All furlough rates for service personnel were cancelled 28 February by railroads and bus lines in the U. S., it was announced by Alnav 51-47 (NDB, 28 February). Servicemen are now required to pay full fare, including applicable transportation tax, when traveling in the U. S. at their own expense.

Tickets purchased at furlough rates prior to 1 March will be good for passage between the points and within the time limits shown on the tickets.

On 30 January, rail and bus lines operating east of the Mississippi River only announced the cancellation of furlough fares (see ALL HANDS, March 1947, p. 51).

Furlough fares for service personnel, granted voluntarily by the rail and bus lines, have been in effect since 1940.

Fire Control Technician School Dates Extended

Alnav 28-47 (NDB, 31 January) has revised Alnav 558-46 (NDB, 15 October) by extending examination dates for fire control technician school.

Ships and stations are requested to inform BuPers (Attn: Pers 421) of number of examinations required when volunteer candidates become eligible. A letter of transmittal sent with the examinations will contain date and instructions for administering them. Quarterly distribution of the exams is contemplated.

Proposed Bill Revises System of Selective Promotion

A bill to provide a revised system of selective promotion of Navy officers of the rank of lieutenant (jg) and above, and to revise the distribution of officers among the ranks, has been submitted to the Congress. Discussed under subject headings below are some of the features of the proposed bill, and comparison of its features with existing law.

Eligibility for Selection

The proposed bill provides that officers shall be eligible for consideration by a selection board when they will have completed on 30 June of the fiscal year in which the board meets the following years of service in grade:

	Existing Law	Proposed Bill
Rear Admirals	No selection	5*
Captains	4	3
Commanders	4	5
Lieutenant Commanders	4	4
Lieutenants	4	4
Lieutenants (jg)	3	2

*Under the proposed bill, rear admirals must also have completed 35 years of service to be eligible for consideration.

Normal Terms of Service

Existing law provides no normal term of service in grade, or total commissioned service. The proposed bill

would establish the following years of service in grade and total commissioned service, applicable to officers not restricted in performance of duty, as normal terms of service in various grades:

	Service In Grade	Total Commissioned Service
Captain	5	30
Commander	7	25
Lieutenant Commander	6	18
Lieutenant	6	12
Lieutenant (jg)	3	6

Promotion Zone

Under existing law officers are considered as failing of selection when they are "passed over," that is, when a selection board, without selecting them, selects an officer junior to them. The flow of promotion and the percentage of selection in a particular year in a grade depends upon how far down the eligible list the selection board goes in making its selections. The board cannot go far down the list and select an outstanding officer without passing over all officers senior to that officer.

Under the proposed bill, SecNav would determine how far down the eligible list the board must go in making its selections, in order to maintain a flow of promotion consistent with the established normal terms of service in the grade and to best assure equality of opportunity for promotion in succeeding years. Eligible officers not previously failing of selection, down to this point on the eligible list, are deemed to be in the promotion zone. All officers senior to and including the junior officer in the promotion zone are deemed to fail of selection if not selected, regardless of how far down the list the board goes. On the other hand, no eligible officer junior to the promotion zone can be deemed to fail of selection. The board can, therefore, dip down in the list below the promotion zone to select an outstanding eligible officer for accelerated promotion, without passing over officers senior to him but junior to the promotion zone.

Involuntary Separations

The bill eliminates "fitted" and "fitted and retained" features of existing law.

• Line—The proposed bill provides that:

Lieutenants (jg) and lieutenants discharged for failure of selection are to be given lump sum payment of two months' active duty pay for each year of commissioned service, not to exceed two years' pay.

Lieutenant commanders are eligible for selection until they have failed twice or more and have completed 20 years of commissioned service. When they have completed 20 years' commissioned service and have failed twice or more of selection as best fitted, they are retired with retired

pay computed at the rate of 2½ per cent of base pay and longevity for each year of service creditable for pay purposes.

Commanders are eligible for selection until they have failed twice or more and have completed 26 years' commissioned service. When they have completed 26 years' commissioned service and have failed twice or more of selection as best fitted they are retired with retired pay computed at the rate of 2½ per cent of base pay and longevity for each year of service creditable for pay purposes.

Captains who complete 30 years' commissioned service and who have failed twice or more of selection as best fitted, and captains not on the promotion list upon completion of 31 years' commissioned service, are retired with retired pay computed at the rate of 2½ per cent of base pay and longevity for each year of service creditable for pay purposes, not to exceed 75 per cent of active duty pay. Saving clauses are provided, however, for captains having 29 years or more of total commissioned service at time of enactment of bill to insure that they will have had two chances before a statutory board before being retired for completing 31 years' service. (Wartime panels and the 1946 board will not be counted for this purpose.)

Rear admirals are retired at age 62, or may be designated for earlier retirement by a board to create vacancies. Rear admirals twice failing of selection for continuing on active duty are retired.

• Staff Corps—The proposed bill provides that staff corps officers are treated in much the same manner as line officers. Lieutenants (jg) and lieutenants twice failing are discharged with severance pay on the same basis as line officers. Lieutenant commanders, commanders and captains, failing twice or more, are retired with 20, 26 and 30 years of total commissioned service, respectively, except that the following number of staff corps captains may be retained for 35 years' commissioned service: Supply, 22; Medical, 22; Dental, 12; CEC, 7, and Chaplains, 25. The Dental Corps and Chaplains Corps are allowed a relatively high number of captains who may be retained, because the allowance of flag officers in those corps is small.

• Additional Numbers—The proposed bill provides that EDO, AEDO and special duty officers (who are additional numbers in grade, but not actually additional to the total authorized officer-strength of the Navy) are accorded the same treatment as other line officers, except that in the grade of captain they are not deemed to have failed twice of selection until they complete 31 years' commissioned service. In addition, not more than 10 special duty officers,

Outstanding Men Would Be Commissioned Officers

A provision of the promotion bill now before Congress would, if the bill is approved, enable the Navy to commission certain outstanding enlisted men and warrant officers as limited duty officers. The bill provides that appointments to limited duty category will be restricted to enlisted men and warrant officers with a minimum of 10 years enlisted or warrant service. Their duties as commissioned officers would in general parallel those of their enlisted or warrant ratings.

Limited duty officers, the bill provides, are required to retire on completion of 30 years total service. They will compete for selection only among themselves, and will have periods of normal service in grade up to and including that of commander equal to those provided for the general line. They are eligible to transfer, at their own request if qualified, into the general line.

This provision of the promotion bill would permit the Navy to utilize, on a permanent commissioned basis, practical skill and knowledge of outstanding enlisted men and warrant officers. BuPers declared that the excellent wartime service of USN-R officers clearly demonstrated the benefits that will result to the Navy if the bill makes such a policy permanent.

5 AEDOs, and 10 EDOs, who have completed 31 years' commissioned service, may be selected or reselected each year to continue on active duty for not more than 35 years' total commissioned service.

Distribution

The proposed bill provides a fixed distribution slightly higher in the grades of lieutenant commander, commander and captain than that allowed under existing law. However, existing law makes provision for "fitted and retained" officers, which serves to increase the allowed numbers in those grades; the proposed bill eliminates the "fitted and retained" feature.

The proposed bill provides that line officers on active duty, exclusive of additional numbers, shall be distributed among the ranks in the following proportions:

	Existing Law	Proposed Bill
Rear Admirals*	1	.75
Captains	4	6
Commanders	8	12
Lieutenant Commanders	15	18
Lieutenants	30	24.75
Lieutenants (jg) and Ensigns	42	38.50

* Existing law provides (for purposes of the above table) 1 per cent in the grade of rear admiral; the proposed bill provides three-quarters of 1 per cent in the grade of rear admiral and above. Existing law provides a numerical limit of 70 on the number of rear admirals serving in peacetime; the proposed bill provides no numerical limit.

It will be seen, from the above table, that the proposed bill provides a higher distribution in the grades of lieutenant commander, commander and captain. The purpose of this is to reduce forced attrition in those ranks, and to thereby make available to the Navy a greater percentage of trained and experienced officers for responsible commands, service schools faculties and to man the Reserve Fleets if necessary.

The proposed bill provides also that of the number of officers authorized in each grade below captain, not to exceed the following percentages may be officers designated for limited duty: commanders, 3.64; lieutenant commanders, 8.62; lieutenants, 7.72; lieutenants (jg) and ensigns, 6.41.

Other Provisions

The proposed bill provides for:

A new category of officer, the "limited duty" officer, not provided for in existing law (see box p. 54).

Selection within the grade of rear admiral, not provided in existing law.

Re-creation of the category of AEDO officer, and specialization in additional fields by the designation of officers for special duty in communications, law, hydrography, photography, public information, psychology and intelligence.

Increase in Chaplains Corps strength from 1 to every 1,250 persons in the

Catch Up on Schooling During Antarctic Duty

It was probably the only school in the world with icebergs on the campus and penguins in the eaves, so to speak. But a good many sailors will remember their alma mater for some time to come—"dear old Antarctica U."

Most of the ships of the Navy's Antarctic expedition have reported educational services programs in operation during the cruise to southern waters and return. Hundreds of bluejackets took advantage of weary hours stuck in the pack ice to catch up on their schooling. Some already have applied for high school diplomas.

Aboard *uss Mt. Olympus* (AGC 8), 72 enrolled in a special course on the Antarctic regions, taught by a group of correspondents and officers. Popular on most ships have been such subjects as history, spoken Spanish, math, government, psychology, shorthand, accounting and auto mechanics. *uss Canisteo* (AO 99) had courses under way in six of these subjects before the cruise was well started.

Navy men of Task Force 68 seemed to favor classes and individual study which would enable them to complete unfinished high school courses, a BuPers survey showed.

Navy and MarCorps to 1 to every 800 persons.

A minimum retirement pay for officers who have transferred to the regular Navy from the Reserve or from temporary officer status. Where such officers are involuntarily retired for failure of selection, their retired pay would be less than that of other regular officers. The proposed bill includes a proviso that the retired pay of an officer commissioned in the regular Navy pursuant to Public Law 347, 79th Congress, above the rank of lieutenant who is placed on the retired list for failure of selection, shall not be less than 50 per cent of his active duty pay at time of retirement. This amounts to adding sufficient constructive service to bring the officer's total commissioned service up to 20 years where necessary. It is not additive beyond this point.

Immediate return to a system of promotion by selection by statutory boards, with provisions of law governing the distribution and eligibility for selection of officers.

Fixing the precedence of line and staff officers and the reassignment of line running mates to staff officers, on a permanent basis in an equitable manner. This is necessary because of temporary promotions and failures of promotion that have occurred since suspension of permanent laws governing promotion, and because of many transfers of Reserve and temporary officers to the regular Navy.

Prior Requirements Set For Transportation of Dependents Overseas

CNO has announced requirements which must be met before requests for transportation of dependents overseas can be approved.

Requirements for transportation to all overseas posts and stations with the exception of Japan, China, Okinawa and the Philippines:

- Continuation on duty at present duty station for at least six months.
- Availability of suitable housing.
- Individuals should be aware of and willing to accept existing limitations in regard to schools, transportation and other facilities.

• Dependents will not displace personnel who cannot be housed in comparable quarters or disrupt an equal distribution of available housing.

Requirements for Japan, Okinawa and the Philippines:

- Continuation on duty at present duty station for at least one year. Otherwise, the same as above.

Requirements for China:

- Continuation on foreign duty for at least one year. Otherwise, same as above.

Professional Exams Suspended by BuMed

BuMed has suspended the professional examination of candidates for appointment as acting assistant surgeons in the Medical Corps. The suspension, however, in no way lessens the prescribed standards for candidates. Applicants' qualifications will be determined by physical exam, interview and review of credentials. The ruling does not affect examinations required for appointment of assistant surgeons following completion of internship.

Suspension allows processing of applicants by offices of naval officer procurement and eliminates a trip to the nearest naval hospital, where exams were formerly conducted.

Revised procurement procedure does not alter the provision that candidates must have completed the third year of medical school to apply for appointment as acting assistant surgeon.

White Coke Bottle Worth Two Cents Until 30 June

The Coca Cola Company has announced it will continue to redeem white coca cola bottles from the Navy until 30 June, at a rate of two cents each.

The white bottles temporarily replaced the familiar green ones during the war.

Overseas supply activities were directed by Alnavsta 7 to ship the bottles to the Naval Supply Depots at Bayonne, N. J., or Oakland, Calif. Continental supply activities should dispose of the bottles locally to Coca Cola distributors.

Correct Addresses Speed Mail Delivery; Hints for Improving Service Outlined

Hints for improving use of the naval mail service were stated in PacFlt Ltr. 17L-47. Though originated by CincPacFlt for his command, they are generally applicable to the entire naval service, and may be useful to commands in official correspondence, or to individuals in personal correspondence with other Navy men.

CincPacFlt declared the largest single cause of delayed and undelivered mail is defective addresses. He enjoined every CO in the Pacific to insure that the correct address of the command is made known to personnel within the command, and that they in turn advise their correspondents to use it. The letter made the following suggestions in connection with correct use of addresses:

- Use no naval abbreviations. Mail is handled at many points by civilian mail clerks unfamiliar with Navy short titles and authorized abbreviations.
- Invariably use the hull number with a ship's name. The correct form: *uss Terry (DD 513)*.
- Use administrative titles only, never task titles. No mail routing instructions are promulgated for task forces, groups or units. Therefore, mail addressed "Commander Carrier Division TWO" will be handled

readily; mail addressed "Commander Task Force 38" may go astray.

• Send mail "c/o Fleet Post Office," as appropriate, unless both sender and addressee are in the continental U.S. This is necessary to insure the mail is passed from the civilian postal system into the naval mail service, which is much faster to overseas points and return.

The letter noted that when both sender and addressee are in the U.S., it may be faster to omit the FPO—and send mail care of the postmaster of the city in which addressee is located, giving adequate delivery address, of course.

CincPacFlt emphasized that commanders promulgating plans or orders involving movements of naval units must inform appropriate mail routing authority, or other authorities, as far in advance as possible.

The letter directed COs of Pacific air stations to establish and maintain liaison with local naval post offices, to insure adequate notice to the post offices of movements of aircraft capable of carrying mail, and to require plane commanders to carry mail within the capacity of the aircraft. It was noted that investigations have disclosed other than NATS aircraft frequently making trips without mail despite space available. Such practice usually occurs, the letter said, because the post office is not notified of the flight or is notified too late.

The letter directed Pacific commands to comply with para. 2, sec. 11, of the Mail Service Manual, which requires weekly post office inspections, to insure the local post office is doing an effective job.

Peacetime Ceremonies, Honors Return 1 April; Three Exceptions Noted

The Navy Department, in a series of Alnavs, announced extensive reversion to the prewar procedures for observing honors and ceremonies, as laid down in Navy Regulations, 1920.

Alnav 55-47 (NDB, 28 February) said that beginning 1 April the Navy would observe fully all honors, distinctions, salutes and ceremonies prescribed by Chap. 5, Navy Regs, with the following exceptions:

- Appropriate service dress uniform will be worn where full dress and dress uniforms are prescribed.
- The sword will be omitted where prescribed.
- Art. 244 will be suspended pending a change to Navy Regs.

In Alnav 54-47 (NDB, 28 February), the policy of informing naval vessels when they should full dress or dress ship was discontinued. This directive stated that on the occasions specified in Navy Regs, all active ships will full dress or dress ship as required. Ships in commission in reserve will dress ship instead of full dress ship as required.

Alnav 41-47 (NDB, 15 February) permitted once again the exchange of gun salutes and other honors between U.S. and foreign naval vessels, in accordance with Navy Regs.

One-Year Electronics Engineering Course Set For Officer Classes

Classes will convene every three months for a one-year electronics engineering course which opened 1 April at the Naval School (Warrant Officers Electronics Engineering), NTC, Great Lakes, Ill.

NavAct 4-47 (NDB, 15 February) requested applications for the course from non-aviation line officers, lieutenant (jg) or below; temporary USN officers regardless of rank who have applied for, or have been accepted for, permanent commission; and commissioned warrant and warrant officers.

The NavAct said that applications particularly are desired from regular Navy officers who transferred to USN and who have electronics or communications background, or who desire initially to enter and receive training in the electronics field. The applicant must agree to serve for three years after he completes the course. The applications must be received by BuPers (Pers 4223) 45 days before convening dates of classes.

Duty Involving Flying As Technical Observer Cancelled on 30 April

All orders to duty involving flying as technical observer will be cancelled on 30 April, it was announced by NavAct 7-47 (NDB, 28 February). Officers whose orders are cancelled on that date are directed to report to COs for duty.

COs who wish to have the flight status of officers affected reinstated should submit a request for orders to BuPers via channels and CNO (Attn: Op-54). COs will not forward requests unless they are in accordance with the provisions of BuPers Circ. Ltr. 206-43 (NDB, cum. ed., 1943). Requests must include a detailed description of the officer's duties in the air and forwarding commands will make constructive recommendations.

Requests based on a desire to increase an officer's pay or on need for air travel will not be approved.

3 Years Duty Required After Flight Training

Commissioned officers who apply for flight training—leading to the designation as naval aviators in accordance with BuPers Circ. Ltr. 87-46 (NDB, 15 Apr 1946), must enclose with their applications a signed agreement not to resign during the course, and to serve three years in the naval service following completion of flight training.

Applicants for flight training who already have filed their applications, should forward the signed agreements to BuPers (Attn: Pers 3116) via channels. Failure to submit such agreements will invalidate the applications, it was announced by Alnav 57-47 (NDB, 28 February).

Sea Pay, Income Tax Exemptions Unaffected By End of Hostilities

The Navy's Civil Readjustment Section has given answers to two questions asked repeatedly by naval personnel since the announcement of the presidential proclamation which ended hostilities of World War II.

The questions concerned the possible effect of the proclamation on sea or foreign service pay, and on the Federal income tax exemptions granted personnel for Navy pay. Neither is affected by the proclamation, and here's why:

• An act of 6 Oct 1945, which removed a proviso of the Pay Readjustment Act of 1942, made the increased pay for sea duty or foreign service permanent.

• The Federal income tax exemption (all naval pay of enlisted men and \$1,500 of the pay received by commissioned and commissioned warrant officers) is effective until the termination of the war. The proclamation merely ended hostilities.

Family Allowance Rules, Applicable in All Cases, Listed for Clarification

The laws which govern and regulate the payment of family allowance benefits are really not too complicated, but from the correspondence reaching the ALL HANDS office it seems the issue is confused. Here are some brief statements of fact, applicable in all cases:

- Enlisted personnel now on active duty are eligible to apply for family allowance benefits regardless of date of enlistment, reenlistment or extension.

- Personnel eligible for family allowance and serving on an enlistment, reenlistment or extension of enlistment entered into prior to 1 July 1946 are entitled to receive family allowance benefits for the entire period of that enlistment or extension, regardless of date of its expiration and regardless of the date they apply for the benefits. For example, a man who enlisted or reenlisted in February 1946 for six years can, if he wishes, under existing law, apply for family allowance any time within the six years following February 1946, and may receive the benefits until February 1952, the duration of his enlistment.

- Men eligible for family allowance who enlisted, reenlisted or extended on or after 1 July 1946 are entitled to receive family allowance for the duration of the war plus six months. The official termination of the war has not yet been declared. (Cessation of hostilities, declared by the President 31 Dec 1946, was not a declaration of the end of the war and has no direct bearing on family allowance). For example, a man might have enlisted, reenlisted or extended in September 1946 (after 1 July 1946), and applied for family allowance. If the war were officially declared over in April 1947, this man would continue to receive family allowance only for the six months following, regardless of when his enlistment, reenlistment or extension expires.

The above conditions fit all cases. Confusion, however, has arisen in connection with extensions of enlistments and with reversion to enlisted status of temporary officers.

Extensions, for purposes of family allowance, are considered exactly as are enlistments and reenlistments. You cannot, by extending an enlistment, extend the benefits of family allowance beyond what is allowed under the conditions stated above, which apply to enlistments, reenlistments and extensions equally.

Likewise, temporary officers who reverted to enlisted status and reenlisted or extended enlistment prior to 1 July 1946 may receive family allowance for the duration of the reenlistment or extension. Those who reverted and reenlisted or extended on or after 1 July 1946 may receive family allowance for "the duration and six."

The above states the periods of en-

NAVAL COMMAND ORGANIZATION

Reorganization of the highest echelon of naval command has occurred since the end of active combat operations, involving abolishment of the office of Commander-in-Chief, U. S. Fleet, and revisions in the office of the Chief of Naval Operations. Abolishment of Cominch was noted as item 46-2230 in the Navy Department Bulletin. The trend of revision began in prewar days.

On 1 Feb 1941, command afloat in the high echelons was vested in three commanders-in-chief, one of whom commanded the Asiatic Fleet, one the Pacific Fleet and one the Atlantic Fleet. Any one of the three might, depending on the circumstances, be designated Commander-in-Chief, U. S. Fleet. On 7 Dec 1941, CincPac was also Cominch (or Cincus, as it was known in those days).

A CNO report recently commented, "Almost immediately after our entry into the war it became apparent that for the purpose of exercising command all oceans must be regarded as one area, to the end that effective coordinated control and the proper distribution of our naval power might be realized."

Accordingly, on 18 Dec 1941 the President approved the alteration of the organization by making Cominch separate and distinct, and in addition to the three fleet commanders, and ordered headquarters of Cominch established in the Navy Department in Washington. The order gave Cominch supreme command of the operating forces of the fleets and

frontier commands, responsible directly to the President under direction of SecNav. Admiral (later Fleet Admiral) Ernest J. King, who was then CincLant, was appointed Cominch 20 Dec 1941.

A further revision occurred 12 Mar 1942, when the President approved the provision that the duties of Cominch and the duties of CNO might be combined and devolve upon one officer, who would have the combined title "Commander-in-Chief, U. S. Fleet, and Chief of Naval Operations." As Cominch, he would have operational command of the naval forces and as CNO he would be charged with preparation, readiness and logistic support of the forces. On 26 Mar 1942 Admiral King relieved Admiral H. R. Stark and assumed additional duty as CNO.

The organization was relatively unchanged during the rest of the war. On 29 Sept 1945 a Presidential order provided for additional reorganization. In compliance, the office of Cominch was disestablished, and its principal functions retained in the Operations Division of the office of CNO.

The office of CNO is now organized in accordance with the 29 Sept 1945 order, and includes under CNO the following assistants: the Vice Chief of Naval Operations, under whom is a General Planning Group; the Naval Inspector General; and Deputy Chiefs of Naval Operations for Personnel, Administration, Operations, Logistics and Air.

titlement to family allowance benefits under existing laws. However, legislation is pending which, if enacted into law, will extend the period of entitlement to 1 July 1949 regardless of the termination date of the war. Details will be reported as available.

See Alnavs 360-45 and Alnav 399-45 (NDB, cum ed, July-Dec 1945) and 431-46 (NDB, 15 Aug 1946).

Two-Year Scholarship Open; Deadline 1 May

A two-year scholarship at Ogontz Junior College, Montgomery County, Pa., is available to daughters of graduates of the Naval Academy who are on active duty, for the school year beginning in September. Should applications be received from two candidates of equal merit, two partial scholarships of \$900 may be awarded in place of the full scholarship.

Parents are invited to apply to Com 11 or to the Superintendent, Naval Academy. The application should contain the following information: photograph of the applicant, letter from the pastor of the family church, letter from the principal of the high school or secondary school from which the applicant was graduated and an at-

tested statement of academic record, and such other letters of recommendation as the parent may wish to submit. The deadline is 1 May 1947.

It was pointed out that although there will be no entrance examination, applicants must be graduates of accredited high schools or comparable secondary schools. Selection by competition is not intended, but an applicant who has a good scholastic record will be chosen over one with a poor record, all other factors being equal.

Marine Reserve Goal, Recruiting Plan Set

To enlist 130,000 men and women in the Marine Corps Volunteer Reserve, COs of Reserve Districts are selecting 25,000 Reserve officers on inactive status, who volunteer for such duty, to serve as recruiting officers. The plan will provide Reserve recruiting stations in areas where there are none at present.

Recruiting goal is 25,000 male officers and 100,000 enlisted men; and 500 officers and 4,500 enlisted personnel for the Women's Reserve. Enrollment in the Reserve does not require active duty except in emergency.

Wide Selection of Marine Training Courses Offered

The Marine Corps has announced a wide selection of service courses designed particularly for the enlisted man making the regular corps his career. The courses will provide the MarCorps with numbers of highly-trained men and non-commissioned officers and will offer each marine a firm foundation for his personal program of advancement in the ranks.

Qualifications for the courses vary and are stated in brief in the following listing. Interested marines, who are eligible as outlined below, may apply for assignment to appropriate courses in accordance with Letter of Instruction No. 1387 through their local commands. The list of courses, giving schools and locations:

- **Personnel Administration**—Personnel Administration School, Parris Island, S. C.; includes classification, qualification cards, job analysis, interviewing, testing, personnel assignment, rehabilitation, abbreviations, official correspondence, Marine Corps manual, service record book, change sheets, morning reports, muster roll,

payroll, miscellaneous forms, deck court and summary court martial; requires GCT 100, applicant must have 18 months' obligated service or agree to extend; 12-week course, 50 per class, convenes each 6 weeks.

- **Typist**—Same location; includes keyboard exercises, basic typing, speed tests, official correspondence, endorsements and replies to letters, office procedures, filing system; requires GCT 90, applicant must have 18 months' obligated service or agree to extend; 8-week course, 70 per class, convenes each month.

- **Stenography**—Naval Training School, San Diego, Calif.; includes shorthand, stenotype, transcription; requires SSN 405, 25 words per minute, applicant must have 18 months' obligated service or agree to extend; 16-week course, 5 per class, convenes monthly.

- **Electrical Accounting Machine Operators**—Headquarters, Marine Corps, Washington, D. C.; includes key punch, verifiers, sorter and collators, wiring tabulator, reproducer, interpreter; requires GCT 90, applicant must have 3 years' obligated service or agree to extend; 12-week course, 6 per class, convenes each 3 weeks.

- **Amphibian Tractor Crewman**—Tracked Vehicle School Battalion, Camp Pendleton, Calif.; includes operation, care, preventive maintenance of LVTs, assault landings, combat principles; requires MAT 90, applicant must have 2 years' obligated service or agree to extend; 10-week course, 68 per class, convenes each 4 months.

- **Amphibian Tractor Mechanics**—Same location, includes hull, track, suspension, power plant, accessories, armament, communication on LVT; requires MAT 100, applicant must have 2 years' obligated service or agree to extend; 23-week course, 19 per class, convenes each 6 months.

- **Tank and 105-mm Motor Carriage Crewman**—Same location, includes operation, care, maintenance of tanks, gunnery, fire control; requires MAT 90, applicant must have 2 years' obligated service or agree to extend; 16-week course, 57 per class including 19 graduates of Amphibious Crewman's Course, convenes each 4 months.

- **Bandsman**—Band School, Parris Island, S. C.; includes rudiments of music, band, orchestra, concerts, military band procedures; requires previous experience of instrument; applicant must have 18 months' obligated service or agree to extend; 12-week course, 10 per class, convenes monthly.

- **Bandsman**—Band School, Marine Corps Base, San Diego, Calif.; includes rudiments of music, band and orchestra rehearsal, concerts, military pro-

cedures; requires previous experience with instrument; applicant must have 18 months' obligated service or agree to extend; 12-week course, 10 per class, convenes as students available.

- **Field Music**—Field Music School, Parris Island, S. C.; includes instruction in low scale, high scale, garrison calls, sea calls, written music, tone, execution and knowledge of calls, execution and knowledge of drum; applicant must have 18 months' obligated service or agree to extend; 15- to 24-week course, 20 per class, convenes as students available.

- **Refresher Course**—Navy School of Music, Receiving Station, Washington, D. C.; includes rudiments of music, band and orchestra rehearsals, concerts, military band procedures; requires previous experience with instrument; applicant must have 18 months' obligated service or agree to extend; 6-month course, 15 per class, convenes each 6 months.

- **Cooks Regular Course "D"**—Cooks and Bakers School, Camp Lejeune, N. C.; includes mess management, nutrition, preparation and serving, field kitchen, dehydrated foods; applicant must have 18 months' obligated service or agree to extend; 8-week course, 20 per class, convenes each month.

- **Bakers Course "E"**—Same location; includes baking, formula construction, sanitation, equipment, maintenance and arrangement, traveling bakeries, field baking, bread faults, record of operation, examination, operations, practical work; applicant must have 18 months' obligated service or agree to extend; 8-week course, 6 per class, convenes each month.

- **Mess Management Course "B"**—Same location; includes organization, administration, leadership and discipline, rations, nutrition, menus, sanitation, equipment, inspection, storage, meat-cutting, cooking, dehydrated foods, operation; applicants must be sergeant or above, with 18 months' obligated service or agree to extend; 30-day course, 10 per class, convenes each month.

- **Field Telephone**—Signal Battalion, Camp Pendleton, Calif.; includes electricity, telephone, field faults and their rectification, wire laying, switchboard, field equipment, message center procedure; requires MAT 85, applicant must have 18 months' obligated service or agree to extend; 12-week course, 60 per class, convenes each 2 weeks.

- **Elementary Electricity and Radio Materiel**—Naval Training School, Great Lakes, Ill.; includes radio mechanics, electricity, math, alternating current circuits, radio, communication circuits, electrical machinery, identification of parts, soldering, sketching, cable, tubing, layout, construction,

Latest Radio Schedule To Atlantic, Pacific

Latest schedule of Armed Forces Radio Service programs beamed to Atlantic and Pacific areas is published here, subject to change. The schedule lists stations, frequencies and beam areas covered, and program times. All times referred to are Greenwich. The schedule follows:

ATLANTIC BEAMS

Station	Time (GCT)	Frequency (KCS)	Beam Area
WOOW	1900-2145	11870	England-Europe-Mediterranean
WCBN	1900-2145	15270	England-Europe-Mediterranean
WBOS	1900-2145	15210	Greenland-Iceland-England
WLWL-1	1900-2145	9700	South Atlantic-Africa
WLWL-2	1900-2145	9700	South Atlantic-Africa

PACIFIC BEAMS

Station	Time (GCT)	Frequency (KCS)	Beam Area
KCBA	0500-0845	9750	Alaska-Aleutians-China
	0900-1400		SW Pacific-Philippines
KCBF	0500-0845	9750	Alaska-Aleutians-China
KCBR	0900-1400		China-Japan
	0315-0645	11810	China-Japan
	0700-0945	9700	China-Japan
KGEI	2200-0045	15130	Alaska-Aleutians
	0100-0600	15130	SW Pacific-Mid Pacific
	0615-0645	11790	SW Pacific-Mid Pacific
KGEX	0900-1400	9530	SW Pacific-Philippines
	2200-0600	15210	SW Pacific-Philippines
	0615-1000	11730	SW Pacific-Philippines
KNBA	0130-0500	17780	China-Japan
KNBI	0130-1500	17780	South and Mid Pacific
KNBX	0315-0845	15250	China-Japan
KWID	0315-0645	9570	Alaska-Aleutians
	0700-1130	11900	South and Mid Pacific
KWIX	0115-0500	15290	China-Japan
	0515-1400	11890	China-Japan
KRHO	2200-2230	17800	All Pacific
	0130-0600		All Pacific

drills, plugs, sockets and coaxial cables, template, chassis; requires GCT 100, MAT 100, applicant must have 3 years' obligated service or agree to extend; 27-week course, 50 per class, convenes each 2 weeks.

- Radar Technicians—Signal Battalion, Camp Pendleton, Calif.; includes repair and maintenance; requires successful completion of Elementary Electricity and Radio Materiel; 20-week course, 15 per class, convenes each 2 weeks.

- Radio Technicians—Same location; includes inspection, installation, test, maintenance; requires successful completion of Elementary Electricity and Radio Materiel; 20-week course, 14 per class, convenes each 2 weeks.

- Radio Operators—Same location; includes radio procedure, Morse code, message center operation, electricity, typing, teletype operating and procedure; requires GCT 95, applicant must have 18 months' obligated service or agree to extend; 16-week course, 55 per class, convenes each month.

- High Speed Radio Operators—Same location; includes typing, code, procedure, maintenance, wire and visual practice, administration; requires SSN 776, applicant must have 18 months' obligated service or agree to extend; 8-week course, 35 per class, convenes each 2 months.

- Carrier Repeaterman—Signal Corps School, Ft. Monmouth, N. J.; includes adjustments, line connection, transmission noise, resistance, impedance, frequency measurements, tests; requires SSN 646, applicant must have 2 years' obligated service or agree to extend; length varies, class quota as required, convenes as required.

- Telephone Electrician—Signal Battalion, Camp Pendleton, Calif.; includes electricity, telephone, telegraphy, maintenance, repair; requires SSN 641, 776, 766, 667, 039, 649; applicant must have 2 years' obligated service or agree to extend; 9-month course, 30 per class, convenes each 3 months.

- Central Office Maintenance—Signal Corps School, Ft. Monmouth, N. J.; includes installation, repair, manual switching central, test circuits, equipment, locate trouble, adjust, install exchange switchboard; requires SSN 646, applicant must have 3 years' obligated service or agree to extend; 21½-week course, class quota as required, convenes as required.

- Automatic Telephone Maintenance—Same location; includes circuit, electrical, mechanical adjustment, connector, selector, line switch, rotary line switch, line finder, repeater, search selector, switches, dial switch, relays, engineering; requires successful completion of Central Office Maintenance; 10-week course, convenes as required.

- Cable Splicers—Same location; includes communication, electricity, maintenance, splicing, construction,

88,939 ON DEAD, MISSING LISTS

Latest Navy count shows 88,939 persons on the dead and missing lists of the Navy, Marine Corps and Coast Guard from 7 Dec 1941 to 1 Jan 1947.

It was noted that all combat missing have now been accounted for,

and those listed as missing on the latest tabulation are those missing from all causes since the end of hostilities.

The tabulations for each service are as follows:

Totals, Each Service			
	Overseas casualties	U. S. casualties	Total
DEAD			
Navy	49,435	13,049	62,484
Marine Corps	21,796	2,650	24,446
Coast Guard	1,038	874	1,912
	<u>72,269</u>	<u>16,573</u>	<u>88,842</u>
MISSING			
Navy	49	15	64
Marine Corps	0	33	33
Coast Guard	0	0	0
TOTALS	<u>72,318</u>	<u>16,621</u>	<u>88,939</u>

orientation, physical training; requires SSN 641, applicant must have 18 months' obligated service or agree to extend; 18-week course, quota as required, convenes as required.

- Basic Engineer—Engineer School Battalion, Camp Lejeune, N. C.; includes organization, demolition, construction, bridging, rigging, water supply, camouflage; requires MAT 90, applicant must have 18 months' obligated service or agree to extend; 8-week course, 40 per class, 3 classes convene each 2 months.

- NCO General Engineer—Same location; includes bridging, demolition, engines, blacksmith, shop construction, utilities, camouflage, organization; requires SSN 035, 050, 059, 144, 145, 189, 333, 393, 729, 796, or 800, applicant must be Pfc. or above, have 2 years' obligated service or agree to extend; 23-week course, 40 per class, convenes as available.

- NCO Engineer Equipment—Same location; includes engines, equipment, operation, repair, maintenance, road construction problems; requires MAT 100, applicant must be Pfc. or above, have 2 years' obligated service or agree to extend; 23-week course, 25 per class, convenes as available.

- Photolithography—Same location; includes camera, lithographic press, platemaking, prints; requires MAT 100, applicant must have 18 months' obligated service or agree to extend; 14-week course, 5 per class, convenes each month.

- NCO Utilities—Same location; includes water supply, refrigeration; requires SSN 078, 322, 822, 121, 727, or 164, applicant must be Pfc. or above, must have 2 years' obligated service or agree to extend; 23-week course, 15 per class, convenes as available.

- Small Arms Mechanic—Marine Corps Schools, Quantico, Va.; includes inspection, repair, maintenance; requires MAT 90, applicant must have 2 years' obligated service or agree to

extend; 24-week course, 47 per class, convenes each 6 months.

- Watch Repair Technician—Same location; includes cleaning, adjusting, repairing, oiling; requires MAT 90, applicant must have 2 years' obligated service or agree to extend; 24-week course, 2 per class, convenes each 6 months.

- Ordnance Shop Technician—Same location; includes hand tools, machines, welding, metalizing; requires MAT 90, applicant must have 2 years' obligated service or agree to extend; 24-week course, 6 per class, convenes each 6 months.

- Artillery Mechanic—Same location; includes inspection, repair, maintenance; requires MAT 90, applicant must have 2 years' obligated service or agree to extend; 24-week course, 24 per class, convenes each 6 months.

- Instrument Technician—Same location; includes maintenance, repair; requires MAT 90, applicant must have 2 years' obligated service or agree to extend; 24-week course, 7 per class, convenes each 6 months.

- Fire Control Equipment Maintenance—Same location; includes design, operation, maintenance, repair, directors, searchlight; requires MAT 100, applicant must have 2 years' obligated service or agree to extend; 24-week course, 10 per class, convenes each 6 months.

- Ammunition Technician—Same location; includes fuzes, handling, storing, issuing, transporting; requires MAT 100, applicant must have 2 years' obligated service or agree to extend; 24-week course, 14 per class, convenes each 6 months.

- Sea Duty Indoctrination—Sea School, Marine Corps Base, San Diego; includes military courtesy, guard duty, Navy time and bells, sea terms, marines afloat, watches, nomenclature, drills, recognition, bearings, lookouts, pistol, BAR, 20mm, 40mm; requires minimum height 5' 8", min-

imum weight 130, 18 months' obligated service or agree to extend; 5-week course, quota as required, convenes weekly.

- **Automotive Mechanics**—Motor Transport School, Camp Lejeune, N. C.; includes engine construction, carburetion, diesel principle, ignition, maintenance, power train, axles and final drive, brakes, alignment, overhaul; requires MAT 90, must have 2 years' obligated service or agree to extend; 20-week course, 35 per class, convenes each 2 months.

- **Motor Vehicle Operators**—Same location; includes maintenance, trouble shooting, operation; requires previous driving experience, must have 18 months' obligated service or agree to extend; 5-week course, 25 per class, convenes each 5 weeks.

- **Supply Department Enlisted Clerical (Basic)**—Same location; includes organization, procedures, forms, administration; requires GCT 100, applicant must have 2 years' obligated service or agree to extend; 12-week course, 25 per class, convenes monthly.

- **Supply Department Enlisted Clerical (Advanced)**—Same location; includes clerical duties, accounting, catalogue, allowances, subsistence, record card procedure, warehousing, storage, purchasing, transportation, typing; requires one year in Supply Department clerical work, NCO rank, must have 2 years' obligated service or agree to extend; 20-week course, 30 per class, convenes each 2 months.

- **Motor Vehicle Spare Parts, Supplies, Stockroom Procedure**—Same location; includes issuing, storage, requisitioning, accounting for tools, supplies and spare parts; requires successful completion of Motor Transport Automotive Mechanic or Advanced Supply Department Clerical, must have 18 months' obligated service or agree to extend; 6-week course, 6 per class, convenes each 2 months.

- **Signal Supply**—Depot of Supplies, Philadelphia, Pa.; includes signal supply, orientation, nomenclature, electricity, cataloguing, identification, circuit diagrams, allowances, aviation supply, administration, procurement,

salvage, routing, receiving, shipping, test instruments, storage, warehousing, shop, accountability; requires primary communications or supply personnel SSN, must have 2 years' obligated service or agree to extend; 9-week course, 30 per class, convenes each 9 weeks.

- **Motion Picture Operators**—Naval Training School, Bainbridge, Md., and San Diego, Calif.; includes theory, characteristics, sound, light, electricity, vacuum tubes, mechanics, installation, operation, maintenance; requires MAT 100, must have 2 years' obligated service or agree to extend; 8-week course, 1 per class each school, convenes each 4 weeks.

- **Photo Interpreter Course**—The Cavalry School, Fort Riley, Kans.; includes intelligence, identification, photography, controlled mosaics, photo interpretation, preparation of models, instruction; requires GCT 100, applicant must have 18 months' obligated service or agree to extend; 7-week course, 5 per class, convenes each 7 weeks.

- **Order of Battle and Interrogators**—Same location; includes intelligence, order of battle technique, prisoner of war interrogation, handling and processing captured documents, aid provost marshal, interrogation reports, methods of instruction; requires GCT 100, applicant must have 2 years' obligated service or agree to extend; 7-week course, 7 per class, convenes each 7 weeks.

- **Aerographers Mate (Class A)**—Naval School, NAS, Lakehurst, N. J.; includes weather codes, instruments, meteorology, observations, map analysis, coded maps, aerological record, balloon soundings, adiabatic charts, aerology operations, correspondence; requires high school graduate, college background in meteorology, astronomy, geography, physical science, thermodynamic, desirable; clerical experience; applicant must have 2 years' obligated service or agree to extend; 16-week course, 5 per class, convenes each month.

- **Aviation Electronics Basic Maintenance (Phase I)**—Naval School, Ward Island, Corpus Christi, Tex.; includes radio mechanics, electricity, applied mathematics, current circuits, communications circuits, electrical machinery, identification, soldering iron, apparatus sketch, tubing and lugs, screws and radio fasteners; requires GCT 100, MAT 100, Eddy test 50, applicant must have 3 years' obligated service or agree to extend; 20-week course, 15 per class, convenes each 2 weeks.

- **Aviation Electronics Basic Maintenance (Phase II)**—Same location; includes advanced electronics, electronics equipment, shop training; requires applicant be a graduate of Phase I; 24-week course, 15 per class, convenes each 2 weeks.

- **Control Tower Operators**—Naval Training School, NATTC, Jacksonville, Fla.; includes aeronautical

charts, code, radio, radio range flying, instruments approach procedures, FCC rules and regulations, CAA procedures, meteorology, traffic control, Link Trainer, recognition; requires hearing 15/15, eyes 20/20, voice clear, unaccented with no impediments, must have 18 months' obligated service or agree to extend, men serving 2-year enlistments must extend to be eligible; 6-week course, 3 per class, convenes every 2 weeks.

- **Ground Controlled Approach**—Naval Training School, NATTC, NAS, Olathe, Kans.; includes maintenance and operation of GCA; requires applicant must be qualified SSN 878, 879, 880, 866, have 2 years' obligated service or agree to extend; 3-month course, quota as needs arise, convenes monthly.

- **Aviation Fundamentals (Class "P")**—Naval School, NATTC, Jacksonville, Fla.; includes gunnery, sighting fundamentals, safety precautions, communications, physical fitness, military drill, graduates sent to metal-smith, electrician, or machinist school; requires GCT 100, MAT 100, applicant must have 3 years' obligated service or agree to extend; 11-week course, 10 per class, convenes weekly.

- **Aviation Electricians Mate (Class A)**—Naval School, NATTC, Jacksonville, Fla.; includes fundamentals of electricity, lighting circuits, battery maintenance, warning and auxiliary circuits, generators, voltage regulators, reverse current relays, eclipse and general electric, trouble shooting, magnetos, Bosch, Scintilla, booster coils, harness, starters, spark plugs, automatic pilot circuits, fire control, intervalometer, Mark 18 gunsight circuits, electric turrets, electric propellers, auxiliary power units, line operation, testing, practical experience; requires graduate of NS Class "P", 12/20 vision corrected to 20/20 each eye; 16-week course, 2 per class, convenes weekly.

- **Aviation Machinist Mate (Class "A")**—Naval School, NATTC, Memphis, Tenn.; includes fabric repair, removal and installation of instruments, operation, removal, installation, adjustment of hydraulic units, brake inspection and adjustment, control removal, replacement, inspection, and adjustment, removal and replacement of structural units, emergency equipment, disembarling, embalming, removal and installation of engines, accessories, propellers, synchronization of magnetos to engines; applicant must be graduate of NS Class "P", vision corrected to 20/20 each eye; 16-week course, 6 per class, convenes weekly.

- **Aviation Metalsmith (Class "A")**—Same location; includes drawing, blueprint reading, mathematics, metalwork, repair and replacement of sheet metal, spars, ribs, bulkheads, installation and repair of plastic, installation, repair, inspection, removal of self sealing fuel cells, removal, installation, alignment of controls; requires graduate of NS Class "P";



Dale Orloff

"Weather? Sure thing, got it right here."

16-week course, 1 per class, convenes weekly.

- **Aviation Metalsmith (Class "B")**—Same location; includes hydraulic mechanics, types of oil, functions and locations of hydraulic units, testing and trouble shooting hydraulic systems; requires qualified SSN 747 or 555; 8-week course, 10 per class, convenes monthly.

- **Photography**—Naval Training School, Pensacola, Fla.; includes photography, cameras, aerial photography and mosaic map making, ground and aerial motion picture photography, photolithography; requires GCT 100, MAT 100, qualified for flight duty, must have 3 years' obligated service or agree to extend; 26-week course, 10 per class, convenes monthly.

- **Aircraft Engineering and Maintenance**—Marine Corps Aviation Technical Schools, Marine Corps Air Station, Quantico, Va.; includes repair, maintenance, power plant assemblies, shop practices, structures and technical administration; must have had instruction in and have served for a period of at least 2 years in a squadron as mechanic SSN 747, engine mechanic SSN 684, propeller mechanic SSN 687, instrument mechanic SSN 686, hydraulic mechanic 528, or metalsmith 555, applicant must have 3 years' obligated service or agree to extend; 24-week course, 20 per class, convenes each 6 months.

- **Naval Supply and Accounts**—Same location; includes naval publications, naval accounting, nomenclature, allowance lists, procurements, staff record cards (Navy), clerical duties, storage and warehousing; requires GCT 100, applicant must have 2 years' obligated service or agree to extend; 20-week course, 10 per class, convenes each 6 months.

- **Ordnance**—Same location; includes basic and advanced of each of the following: BAR, Gun, 50 cal., M2, 20-mm cannon, T-31, bombs and fuzes, rockets, film processing, GSAP camera, tow targets, ammunition, fire control, pyrotechnics, explosives and demolitions, supply and accounts for ordnance, hydraulic controls, re-arming; requires MAT 100, applicant must have 2 years' obligated service or agree to extend; 18-week course, 12 per class, convenes every 36 days.

- **Parachutes**—Same location; includes packing, dry locker procedure, inspections, materials, tools, causes and remedies of strains, adjusting, tacking, sewing machines, repairs, handsewing fabrics, blueprint reading, handling and storage of parachutes, life jacket and rubberized cloth repair, and live jumping; requires GCT 100, MAT 100, agree to make a live jump in a parachute packed by himself, applicant must have 18 months' obligated service or agree to extend, men serving a 2-year enlistment must extend for one or more years to be eligible; 10-week course, 10 per class, convenes every 3 months.

Wives, Children of Men in 4 Lowest Pay Grades Get Free Maternity and Infant Care

The Emergency Maternity and Infant Care Program provides free medical, nursing and hospital services for the wives and infant children of men in the four lowest pay grades of the armed forces, and aviation cadets, in all of the states, Hawaii, Alaska, Puerto Rico and the District of Columbia.

Application blanks and information usually may be obtained from state and local health departments, physicians, public-health nurses, clinics, hospitals, local welfare departments and Red Cross chapters.

Services provided are as follows:

- **Maternity care** for wives throughout pregnancy, at childbirth and for six weeks after childbirth. This includes treatment of any complications and care of the infant for two weeks after birth.

- **Medical, nursing and hospital care** for infants under one year of age. Immunization and other health supervision are available as arranged by the state health department.

The plan is administered by the state health departments under plans approved by the Children's Bureau of the Federal Department of Labor. It will end on a date to be set by Congress. New applications will be accepted until that date and all care to which applicants are entitled will be completed.

A wife is eligible for care if at any time during her pregnancy her husband is or was in one of the four lowest pay grades, or was an aviation cadet. An infant is eligible for care until its first birthday, if its father is or was in one of the four lowest pay grades, or was an aviation cadet, during the mother's pregnancy or before the child is one year old.

When making an application for herself and/or infant, the wife must know her husband's service number and rate. When the wife and physician have completed and signed the application it should be sent to the state health department, not to BuPers or the Children's Bureau. The state health department will notify both mother and physician when care is approved. If the wife has no physician she should send the application to the health department requesting the services of a physician.

Wives of men missing in action or prisoners-of-war, and widows of servicemen, are eligible for care providing application is received within 10 months after date of the husband's

death, or after he was declared missing or a prisoner.

An illegitimate child under one year of age also is eligible for care providing paternity is acknowledged in writing by the enlisted man.

The services are available to the wives and infants of men who have been promoted or who have received an honorable discharge, provided they were in one of the four lowest pay grades during the wife's pregnancy or before the baby is one year old.

Servicemen should take advantage of the EMIC program only on a current basis; that is, they should establish eligibility for the care, and take advantage of it while they and their dependents are eligible.

Permanent NSLI Policies Available Now Without Prior Term Insurance

New features were added to National Service Life Insurance by Public Law 5 (80th Congress), approved 21 February, the Veterans Administration announced.

Under the new law, a policyholder need not have carried his policy as term insurance (the form in which originally issued) for one year before he can convert it to any of the forms of permanent insurance offered. Furthermore, NSLI now can be issued originally as permanent insurance, rather than term, if the applicant wishes.

The new act provides also that in certain cases term insurance automatically will be converted to a permanent plan for policyholders who are totally disabled. Under previous law, if they failed to convert during the term period their insurance protection ceased.

NSLI policies provide for waiver of premiums for policyholders who become totally disabled for six or more consecutive months. Even though premiums are being waived, such policyholders may convert their term insurance to any plan but endowment. Premiums will continue to be waived during the period of total disability.

The new law also provided more liberal provisions for reinstatement of lapsed policies. The new law gives the Veterans Administration authority to determine conditions of reinstatement. The VA immediately announced that NSLI term policies, which have lapsed at any time, may be reinstated by payment of two monthly premiums provided the holders are in as good health as they were at time of lapse.

The liberal reinstatement provisions will remain in effect until 1 Aug 1947. Previously, a deadline of 1 Feb 1947 had been set for such reinstatements, on a comparative health basis.

QUIZ ANSWERS

Answers to Quiz on Page 21

- | | |
|--------|--------|
| 1. (a) | 4. (a) |
| 2. (b) | 5. (b) |
| 3. (c) | 6. (c) |

Commends Committee for Suggestions On Training and Welfare of Enlisted Men

SecNav James Forrestal has been studying a report by the 65-man Civilian Advisory Committee which he appointed last April to assist the Navy in solving some of its postwar problems.

The report, SecNav said in commending the committee, "contains suggestions of great value to the Navy in shaping its future course, especially in promoting the training, welfare and morale of the enlisted man."

In gaining a broad, comprehensive view of the enlisted man's life—and how it can be improved—members of the committee traveled thousands of miles in the U.S. They visited training stations, technical schools, aviation activities and hospitals. They went aboard ship and compared life on board carriers and battleships with that on board destroyers and submarines. Wherever they went, the committee members talked to the enlisted men.

Flights were made in various types of planes, and combat types were inspected. A sub-committee traveled 100 miles by destroyer to the Submarine Base, New London, Conn., where some members cruised in operating submarines.

General meetings were held on board the carrier *USS Tarawa* and at NAS, San Diego. Regional meetings were conducted at NTC, Great Lakes, Ill., and at the Submarine Base, New London. Sub-committees met frequently, and some members made inspections of naval activities on their own.

Here, in brief, are some of the suggestions made:

- In art, a program was recommended to stimulate a greater interest and appreciation. It was felt that the greatest use of art should be in broadening the perspective of naval personnel to help them to understand the

countries and peoples they visit. The Navy was urged to seek the cooperation of the American Association of Museums and the American Library Association. Through these groups, the Navy could be informed of cultural opportunities where personnel are stationed. A streamlined guide book was suggested, and it was recommended that men be provided with calendars of events and items of interest in various communities.

- In community relations, it was suggested that the Navy fully utilize the facilities of the USO until that organization ends its work in December, rather than to institute a new program now. The report pointed out that effective liaison could be obtained between community groups and naval personnel by appointing in each naval district a community relations officer.

- The sub-committee on education and training was impressed by the manner in which the Navy provides technically trained men to man the Fleet, and at the same time gives the men a chance to further their general education. The provisions for self study under the USAFI program and for correspondence courses through the education service program were found to be outstanding, and it was recommended that they be continued at any cost. Provisions for technical training were found to be sound, but the sub-committee suggested a greater use of supplementary subjects to give a broader background of general education.

- In matters of health, a sub-committee suggested that SecNav appoint a special advisory committee to himself to consider ways of attracting an adequate number of highly trained and competent young physicians and representatives of allied sciences. It suggested the use of the Holloway Plan, or similar method, to subsidize the education of medical students. Also, the sub-committee recommended that the Navy expand its program of postgraduate training for physicians. The Navy's food was rated as excellent although it was considered that a need existed for more personnel trained in the science of nutrition.

- In regard to welfare of the enlisted man, the committee's executive group declared that officer education and training must constantly emphasize as one of its basic objectives the development of an understanding and an appreciation of the enlisted man, his problems and importance in the naval service. To insure attaining this and other objectives outlined in the report, it was suggested that SecNav appoint small standing committees of officers and civilians to advise as to specific problems of morale and welfare, recreation facilities, religion and morals, education and training, and health.

Flag Rank Orders Listed; ComNavEu Wartime Title Changed; Promotions Made

Flag rank orders last month were as follows:

The title of Admiral Richard L. Conolly's command was changed from the wartime Commander Naval Forces, Europe to Commander Naval Forces, Eastern Atlantic and Mediterranean.

Vice Admiral Donald B. Duncan was detached as Deputy CincPacFlt and Chief of Staff and Aide, CincPacFlt, and ordered to duty as DCNO (Air), relieving Vice Admiral Arthur W. Radford who has assumed command of the Second Task Fleet.

Vice Admiral Francis S. Low was detached as ComDesPac and ordered to duty as ComServPac, relieving Vice Admiral Oscar C. Badger who has been ordered as Com 11.

Rear Admiral Frank G. Fahrion was ordered to duty as ComDesPac, from duty as General Inspector of the Pacific Fleet.

Rear Admiral Grover C. Klein was ordered to duty as Assistant Chief for Naval Shipyards, BuShips, from duty as Commander, Naval Shipyard, Mare Island.

Rear Admiral John J. Ballentine was ordered to duty as ComCarDiv 1, from duty as Chief of Staff and Aide to Admiral Richmond K. Turner, who was a member of the United Nations Military Staff Committee, and who is retiring.

Rear Admiral David H. Clark was ordered to duty as Commander Norfolk Naval Shipyard, from duty as CO of the Naval Engineering and Experimental Station, Annapolis.

Rear Admiral William K. Phillips was ordered to duty as ComDesLant.

Rear Admiral John W. Roper relieved Rear Admiral Thomas L. Sprague as Deputy Chief of Naval Personnel. Rear Admiral Roper was Assistant Chief of Naval Personnel (Operations).

Rear Admiral Roscoe H. Hillenkoetter was ordered to SecNav for special duty, from duty as Naval Attache, Paris.

Rear Admiral William D. Johnson was ordered to duty as Chief of Staff, CincLantFlt, from duty as Chief of Staff, Commander Second Task Fleet.

Promotions

The following flag officers were promoted to the ranks indicated, while serving in the billets to which ordered (as above):

Admiral Blandy
Vice Admiral Duncan
Vice Admiral Low

Fellowships and Advice To Writers Discontinued

Twentieth Century-Fox Film Corp. has announced closing of its program to assist writers who are members of the armed services.

Denfeld Now CincPac

Admiral Louis E. Denfeld has assumed command of the Pacific Fleet and two flag officers who relieved him are directing Navy personnel administration.

Vice Admiral William M. Fechteler, former ComBat CruLant, relieved Admiral Denfeld as DCNO (Personnel), and Rear Admiral Thomas L. Sprague, former Deputy Chief of Naval Personnel, relieved Admiral Denfeld as Chief of Naval Personnel.

Admiral Denfeld assumed the office of Commander-in-Chief, Pacific, and Commander-in-Chief, Pacific Fleet, at Pearl Harbor on 23 February, relieving Admiral John H. Towers, who was to report to SecNav as chairman of the General Board.

ALNAVS, NAVACTS

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs, not as a basis for action. Personnel interested in specific directives should consult Alnav or NavActs files directly for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands.

No. 42—First in a series listing Reserve officers selected for retention until 30 June 1948.

No. 43—States effect of Presidential proclamation ending hostilities on award of decorations and medals (see p. 40).

No. 44—Reminds that permission for visits by foreigners to naval vessels, shore establishments and private plants with classified Navy contracts must be obtained from Chief of Naval Intelligence.

No. 45—Cancels Alnavs 112-44 and 168-44.

No. 46—Modifies Alnav 38-47 (NDB, 15 February), concerning applications for Naval War College logistics course, to be submitted prior 20 February (see p. 20).

No. 47—States regulations for procurement of certain supplies, materials and services for maintenance of ships and shore activities.

No. 48—States new enlisted allowances for quarters and subsistence while traveling (see p. 51).

No. 49—Twenty-ninth in a series listing officers selected for transfer to the regular Navy.

No. 50—Describes intent of Alnav 582-46 as being "to authorize transportation of dependents on scheduled NATS flights only" (see p. 50).

No. 51—Announces suspension of furlough fares by rail and bus carriers (see p. 53).

No. 52—Thirteenth and last in a series listing nurses selected for transfer to the regular Navy.

No. 53—Lists changes to Table H of NavPers 15642.

No. 54—Authorizes ships to full dress or dress ship as required by Chap. 5, Navy Regs (see p. 56).

No. 55—Authorizes resumption of honors, distinctions, salutes and ceremonies according to Chap. 5, Navy Regs (see p. 56).

No. 56—SecNav's statement on budget for fiscal 1948 (see p. 51).

No. 57—Lists changes to BuPers Circ. Ltr. 87-46 regarding flight training of commissioned officers (see p. 56).

NavActs

No. 4—Cancels Navact 56-46, requests applications from certain officers for year's course in electronics.

No. 5—Cancels NavAct 70-46, requests applications from certain officers for lighter-than-air flight training prior 15 April.

No. 6—Requests applications prior 5 March for officer course in ordnance engineering.

No. 7—Announces cancellation on 30 April of orders to duty as technical observer, and states further procedures (see p. 56).

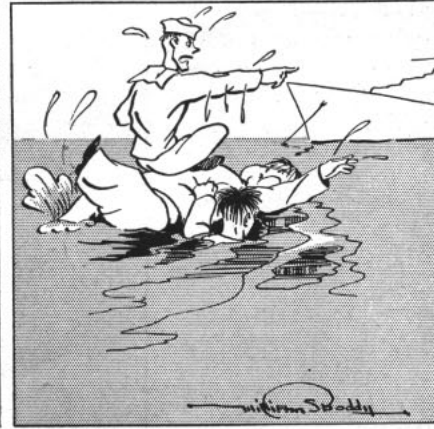
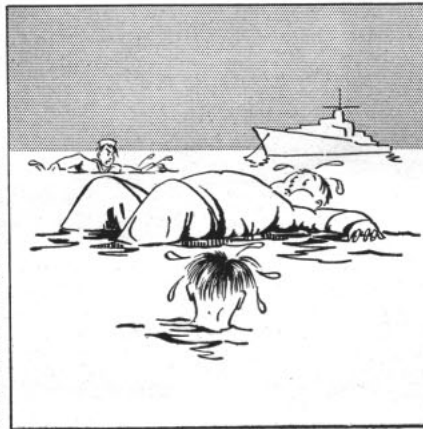
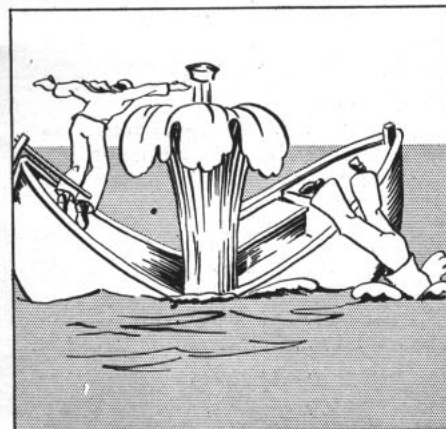
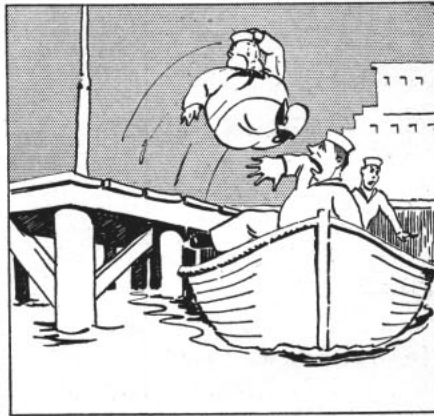
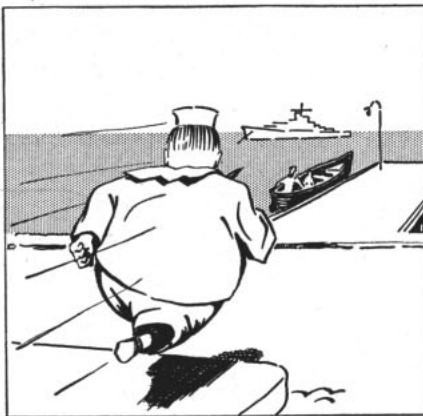
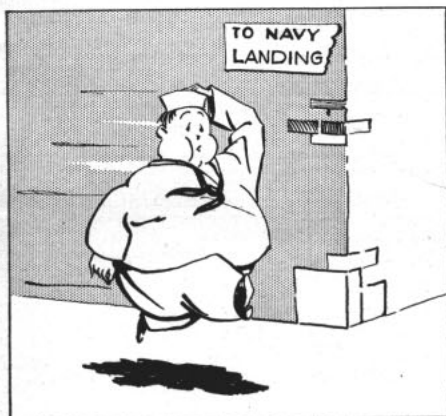
No. 8—Requests applications prior 1 April for course at Armed Forces Staff College, Norfolk.

Chaplains Corps Reserve Component Being Formed

A Naval Reserve component of the Chaplains Corps is being formed, to provide trained officers and enlisted men to fill the religious needs of the service in event of mobilization.

The Reserve group will include 2,270 officers of CHC designation, and a like number of enlisted men of the Specialist (W) rating. All will be members of the Volunteer Reserve, but will be eligible, within quotas, to associate with Organized Reserve units.

BROADBEAM



WAIL BOAT

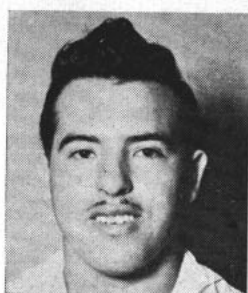
FANTAIL FORUM

QUESTION: What kind of duty do you prefer, shipboard or overseas base?

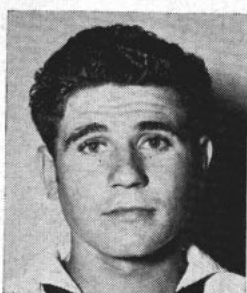
(Interviews were conducted at ComMarianas, Guam.)



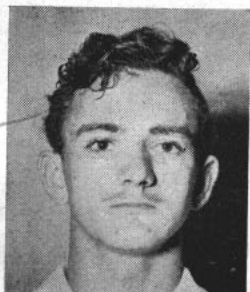
Lawrence J. Josefowski, BM1, Philadelphia: I prefer overseas base duty at present. I'm married and like to have my wife with me. Shipboard duty is the best, ordinarily, because you lead a good life and are working in your rate.



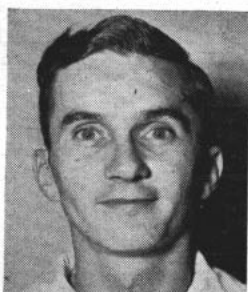
Bennie Maestas, PHM1, Wagon Mound, N. M.: Give me the deep blue sea. I want to see this world before my 20 years are up. Few are the real sailors who would rather be a "landlubber" than what they joined the Navy to be—a sailor.



Reginald R. Howard, SPF3, Sacramento, Calif.: I prefer duty aboard ship because it allows you to get around and see people and foreign countries. Also, when you are aboard a ship working in your rate the time passes quickly.



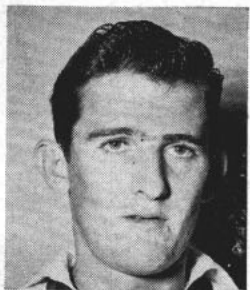
Arthur E. Brusseau, RM3, New Haven, Conn.: Well, Mac, I prefer shipboard duty, mainly because you're always on the move. No grass will grow under your feet when you're a sea-going sailor. I like to travel and see people.



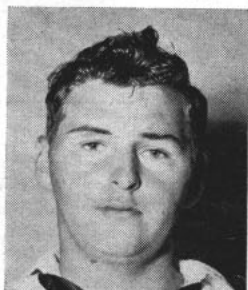
Wayne B. Wilcox, SM1, Grand Junction, Colo.: Base duty overseas is the best, because a man has a chance to study, develop his mind and become a better citizen. He can see how others live and judge his life accordingly.



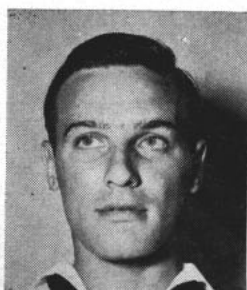
Theodore F. Taitano, ST1, Guam, M. I.: I prefer shipboard duty for the travel and adventure that you get in sailing the world, and meeting people of different races. I already have gained a great number of friends in my travels at sea.



Victor Barber, MOMM2, Seattle, Wash.: An incurable touch of the wanderlust makes me like shipboard duty the best by far. I like to move around and see people and things and countries. Besides, I joined the Navy to sail.



Donald M. Pelton, AERM3, Augusta, Maine: Give me a ship, preferably an aircraft carrier. I want to carry out my purpose in joining the Navy—namely to travel. I want to see and study the people in faraway lands.



Harley Ray Baker, Y1, Portland, Ore.: Overseas base by all means. I dislike living and working in hot, stuffy compartments aboard ship. I want fresh air and plenty of room. The worst shore duty is better than the best sea duty.

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired. Original articles of general interest may be forwarded to the Editor.

DATES used throughout are local time at scene of action unless otherwise indicated.

SECURITY: Since this magazine is not classified, it sometimes is limited in its reporting and publication of photographs. It therefore cannot always fully record achievements of units or individuals and may be obliged to omit mention of accomplishments even more noteworthy than those included.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB," used as a reference, indicate the official Navy Department Bulletin.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec., 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.00 a year, domestic (including FPO and APO addresses for overseas mail); \$2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

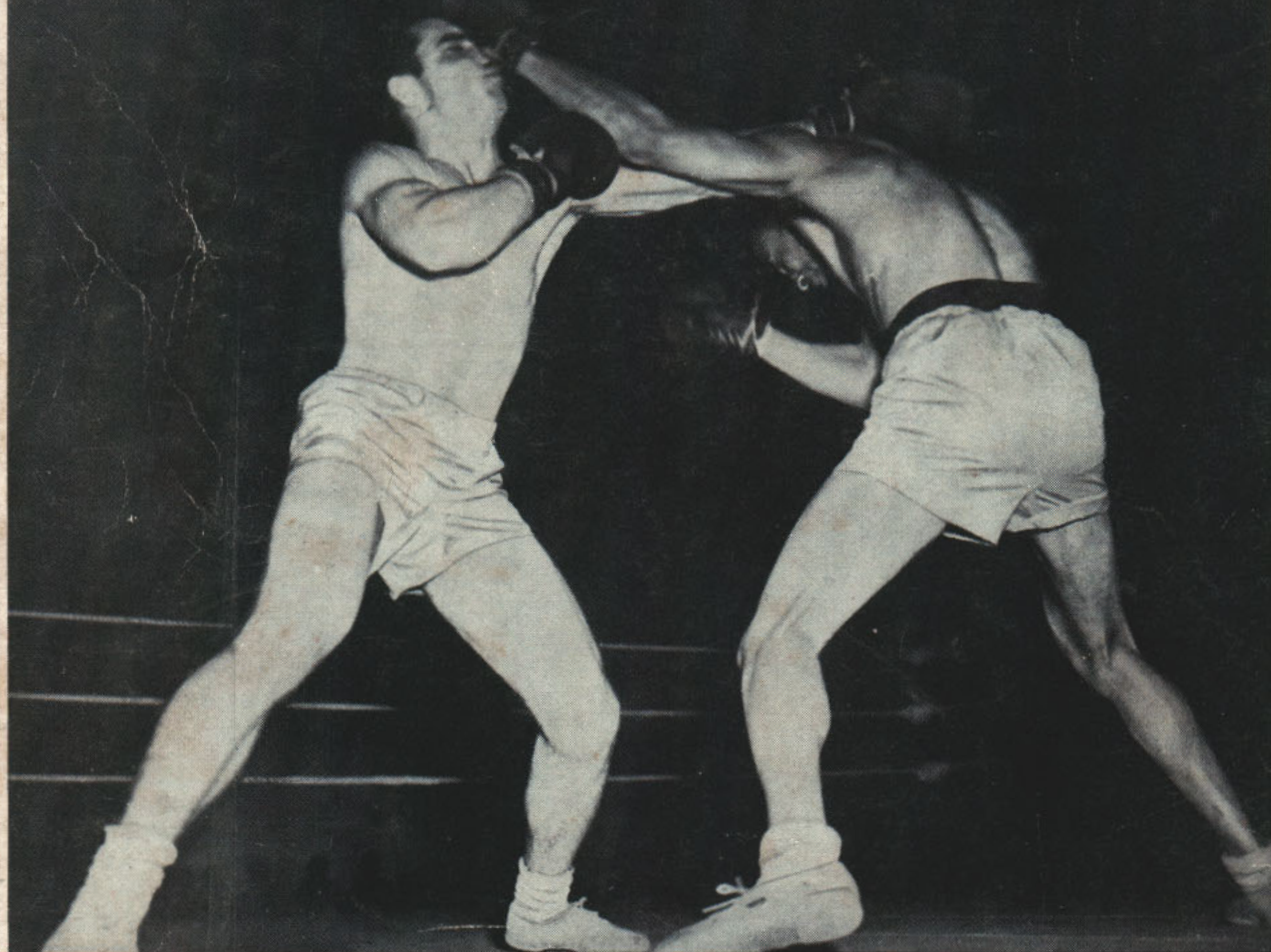
• AT RIGHT: When the ship's at sea, signalmen are expected to hoist their signal flags in a matter of seconds. Daily drills perfect the men in this strenuous and important task.

ALL HANDS

BEND ON . . .



*EVERY DUFFER
A CHAMP...*



THE TROPHIES ARE HEALTH AND FUN IN THE
NAVY'S SPORTS-FOR-ALL PROGRAM